SOUTHERN CALIFORNIA



ASSOCIATION of GOVERNMENTS

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Orange County: Chris Norby, Orange County • Christine Barnes, La Palma • John Beauman, Brea • Lou Bone, Lastin • Att Brown, Buen Bark • Richard Chavez, Anaheim • Debbie Cook, Huntington Beach • Cathryn Derburg, Lagun Niguet • Richard Bloom, Lake Forest • Marilynn Poe, Los Alamitos • Tod Ridgeway, Newport Baach

Riverside County: Jeff Stone, Riverside County -Thomas Buckley, Lake Elsinore - Bonnie Flickinger, Moreno Valley - Ron Loveridge, Reverside - Greg Petits, Cathedral City - Ron Roberts, Temecula

San Bernardino County: Gary Ovint. San Bernardino County - Lawrence Dale, Basstow - Paul Eaton, Monthiah - Lee Ann Garcia, Grand Terrace - Tim Jasper, Town of Apple Valley + Larry McCallon, Highland - Deborah Robertsoo, Rialta - Alan Wagner, Ontario

Ventura County: Judy Mikels, Ventura County * Glen Becerra, Simi Valley * Carl Morehouse, San Buenaventura * Toni Young, Port Hueneme

Orange County Transportation Authority: Lou Correa, County of Orange

Riverside County Transportation Commission:

Ventura County Transportation Commission; Keith Milhouse, Moorpark

No. 471 MEETING OF THE

REGIONAL COUNCIL

Thursday, February 2, 2006 12:00 Noon – 1:30 p.m.

SCAG Offices 818 W. 7th Street, 12th Floor San Bernardino Conference Room A & B Los Angeles, California 90017 213.236.1800

Agendas and Minutes for the Regional Council are also available at www.scag.ca.gov/committees/rc.htm

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Shelia Stewart at 213.236.1868 or stewart@scag.ca.gov.

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. If you require such assistance, please contact SCAG at 213.236.1868 at least 72 hours in advance of the meeting to enable SCAG to make reasonable arrangements. To request documents related to this document in an alternative format, please contact 213.236.1868.

AGENDA

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TIME

"Any item listed on the agenda (action or information) may be acted upon at the discretion of the committee"

Meeting Focus: "Comprehensive Budget"

1.0 <u>CALL TO ORDER & PLEDGE OF</u> ALLEGIANCE Hon. Toni Young

President

- 2.0 INSPIRATIONAL MESSAGE
- 3.0 PUBLIC COMMENT PERIOD Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Council, must fill out and present a speaker's card to the Executive Assistant prior to speaking. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The President may limit the total time for all comments to twenty minutes.

4.0 CONSENT CALENDAR

4.1 **Approval Items**

| 4.1.1 | Minutes of January 5, 2006 Attachment | 01 |
|-------|----------------------------------------------------------------------------------------------------------------------------------------|----|
| 4.1.2 | Resolution 06-471-5 authorizing SCAG to accept \$660,000 in Caltrans State Planning & Research Grant funds (Administration) Attachment | 08 |
| 4.1.3 | Resolution 06-471-1 authorizing SCAG To accept \$1,258,450 in Regional Blueprint Planning Grant Funds (Administration) Attachment | 10 |

(The parenthetical denotes items that have been considered by the listed committee)

(Administration) Attachment

4.1.4 Annual Sponsorship Program

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| | | | PAGE # | TIME |
|--------------|----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|------|
| | Appro | oval Items – Cont'd | | |
| | 4.1.5 | Ratify Execution of Agreement 07-4754 to contribute Caltrans 2005 Federal Appropriation Act Section 117 Funds & Associated Matching Funds (Administration) | | |
| | | Attachment | 16 | |
| | 4.1.6 | State Lobbyist Contract (Administration) Attachment | 27 | |
| | | Paul Bauer of Bauer Government Relations has moved to the law firm of Hatch and Parent. An overview of this change was presented, as well as options with regard to SCAG's state lobbyist contract. | | |
| 4.2 <u>I</u> | <u>Receive</u> | <u>& File</u> | | |
| | 4.2.1 | Purchase Orders/ Contracts between \$5,000 - \$250,000 Attachment | 28 | |
| | 4.2.2 | Monthly Financial Report Attachment (Administration) | 33 | |
| | 4.2.3 | State and Federal Legislative Matrix Attachment mailed separately | | |
| PRES | SIDEN | Γ'S REPORT | | |
| 5.1 | Appo | intments | | |
| EXE | CUTIVI | E DIRECTOR'S REPORT | | |

5.0

6.0

AGENDA

| 7.0 | ACTI | ON ITI | rmc | | Page # | TIME |
|-----|------|-----------------|------------------------------------------------------------------------------------------|--------------------------------|--------------------------------------|------|
| 7.0 | 7.1 | ON ITI Admir | nistration Committee Report | Hon. Sid Tyler | | |
| | 7.2 | <u>Audit</u> | Committee Report | Chair | | |
| | | 7.2.1 | KPMG Audit Attachment mailed separately | | | |
| | | | Recommended Action: Receive & File. | | | |
| | | 7.2.2 | Review of Subregional Audit Work Plan Attachment | | 42 | |
| | 7.3 | Execu | tive Committee Report | President | | |
| | | 7.3.1 | Southern California Consensus Trip Attachment | Young, Chair | 48 | |
| | | 7.3.2 | Review of Major State Proposals on Infrastructure | | | |
| | | 7.3.3 | Status of State Housing Issues | | | |
| | | 7.3.4 | Letter of Support for federal appropriations requests for projects in the RTP Attachment | | 49 | |
| | | | Recommended Action: Approve | | | |
| | 7.4 | | gy & Environment Committee () Report | Hon. Dennis Washburn, Chair | | |
| | | 7.4.1 | Final Fine Particle (PM2.5) Conformity Determination Attachm | ient | 50 | |
| | | | Recommended Action: Approve Resolution 06-471-2. | | RC Agenda – Feb 2, 0 DOCS# 117577 | 16 |



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7.5

| ŒEC |) Report – <u>Cont'd</u> | | PAGE # | TIME |
|-------|---------------------------------------------------------------------------------------------------------------------------------|------------------------------|--------|------|
| 7.4.2 | Conformity Determination and EIR Addendum for an RTP/RTIP Amendments Attachment | | 88 | |
| | The 2004 RTP/RTIP Amendment modifies two projects in Orange Couthe Centerline light rail and the SR-2 Foothill-South Toll Road. | | | |
| | Recommended Action: Approve conformity determination and PEIR Addendum for the 2004 RTP/RTIP Amendment. | | | |
| 7.4.3 | Renew LA Attachment | | 89 | |
| | Renew LA is an initiative to promote solid waste conversion technologies in the City of Los Angeles. | | | |
| | Recommended Action: Support. | | | |
| | sportation & Communications mittee (TCC) Report | Hon. Harry Baldwin, Chair | | |
| 7.5.1 | Final 2004 RTP/RTIP Amendments Attachment | | 92 | |
| | The 2004 RTP/RTIP Amendments Modify three projects: Centerline, Yorba Linda Metrolink Station; and SR-241/Foothill South. | | | |



Recommended Action: Approve Resolutions #06-451-3 & #06-471-4.

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TCC Report - Cont'd

7.5.2 Overview of Major State Proposals
S.B. 1024 and Governor's Bond
Proposal Attachment

107

An overview of new major new state proposals including SB 1024, the Governor's New Bond Proposal and related bills.

7.6 Community, Economic & Human
Development Committee (CEHD)

Hon. Deborah Robertson, Chair

Report

7.7 <u>Communications & Membership</u> Subcommittee Hon. Glen Becerra, Chair

8.0 INFORMATION ITEMS

9.0 LEGAL COUNSEL REPORT

A closed session will be held only if necessary to report significant developments or to take required actions.

9.1 Closed Session

 Writ of Mandate re: Board of Control Decision on, Statutes 1980 Ch. 1143 Claim No. 3929 Before the Commission on State Mandates (RHNA Determination Cost Reimbursement- Council of Governments).
 Code Section Conference with Legal Counsel pursuant to Government 54956.9 Pending Litigation (one potential case).

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Closed Session - Cont'd

- Conference with Legal Counsel potential litigation
 Audit issues: San Gabriel Valley Council of Governments
 and Orange County Council of Governments. Significant
 Exposure to litigation pursuant to Section 54956.9(b)

 Two (2) potential cases.
- Havens v. SCAG
 Havens v. Southern California Association of Governments,
 Los Angeles County, Case No. BC 324931
 Conference with Legal Counsel re: pending litigation
 Pursuant to Government Code section §54956.9(a)

10.0 FUTURE AGENDA ITEMS

Any committee member desiring to place items on a future agenda may make such request. Comments should be limited to three minutes.

11.0 ANNOUNCEMENTS

The E Region (NARC) Newsletter was emailed to all members. The Los Angeles Division of the League of California Cities will hold its monthly meeting tonight. Contact Councilmember Washburn for more info.

12.0 ADJOURNMENT

The next meeting will be held at SCAG offices Thursday, March 2, 2006.



NO. 470

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

January 5, 2006

Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE REGIONAL COUNCIL. AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Regional Council of the Southern California Association of Governments held its meeting at SCAG offices downtown Los Angeles. The meeting was called to order by the President Toni Young, Councilmember, City of Port Hueneme. There was a quorum.

Members Present

| Councilmember Toni Young, Port Hueneme, President | District 45 |
|-----------------------------------------------------------------------------|-------------|
| Mayor Pro Tem Ron Roberts, Temecula, Immediate Past President | District 5 |
| Supervisor Yvonne Burke, 1 st Vice President, Los Angeles County | |
| Supervisor Judy Mikels, Ventura County | |
| Supervisor Jeff Stone, Riverside County | |
| Supervisor Chris Norby, Orange County | |
| Councilmember Jon Edney, El Centro | District 1 |
| Councilmember Greg Pettis, Cathedral City | District 2 |
| Councilmember Bonnie Flickinger, Moreno Valley | District 3 |
| Mayor Ron Loveridge, Riverside | District 4 |
| Councilmember Lee Ann Garcia, Grand Terrace | District 6 |
| Mayor Larry McCallon, Highland | District 7 |
| Councilmember Deborah Robertson, Rialto | District 8 |
| Councilmember Paul Eaton, Montclair | District 9 |
| Councilmember Alan Wapner, Ontario | District 10 |
| Mayor Lawrence Dale, Barstow | District 11 |
| Councilmember Cathryn De Young, Laguna Niguel | District 12 |
| Councilmember Richard Dixon, Lake Forest | District 13 |
| Councilmember Tod Ridgeway, Newport Beach | District 14 |
| Councilmember Lou Bone, Tustin | District 17 |
| Councilmember Christine Barnes, La Palma | District 18 |
| Councilmember Marilynn Poe, Los Alamitos | District 20 |
| Councilmember Art Brown, Buena Park | District 21 |
| Mayor John Beauman, Brea | District 22 |
| Councilmember Paul Bowlen, Cerritos | District 23 |
| Councilmember Gene Daniels, Paramount | District 24 |
| Councilmember David Gafin, Downey | District 25 |
| Councilmember Isadore Hall, Compton | District 26 |
| Councilmember Frank Gurule, Cudahy | District 27 |
| Councilmember Rae Gabelich, Long Beach | District 29 |
| Councilmember Tonia Reyes-Uranga, Long Beach | District 30 |
| Councillicition Toma Reyes-Oranga, Long Beach | |

| Councilmember Stan Carroll, La Habra Heights | District 31 |
|------------------------------------------------|-------------|
| Councilmember Margaret Clark, Rosemead | District 32 |
| Councilmember Keith Hanks, Azusa | District 33 |
| Councilmember Sid Tyler, Pasadena | District 36 |
| Councilmember Harry Baldwin, San Gabriel | District 35 |
| Councilmember Tom Sykes, Walnut | District 37 |
| Councilmember Paula Lantz, Pomona | District 38 |
| Councilmember Paul Nowatka, Torrance | District 39 |
| Councilmember Jim Aldinger, Manhattan Beach | District 40 |
| Councilmember Pam O'Connor, Santa Monica | District 41 |
| Councilmember Todd Campbell, Burbank | District 42 |
| Councilmember Dennis Washburn, Calabasas | District 44 |
| Councilmember Glen Becerra, Simi Valley | District 46 |
| Councilmember Carl Morehouse, San Buenaventura | District 47 |
| Councilmember Dennis Zine, Los Angeles | District 50 |
| Councilmember Bernard Parks, Los Angeles | District 55 |
| Councilmember Jan Perry, Los Angeles | District 56 |
| Councilmember Greig Smith, Los Angeles | District 59 |
| Councilmember Thomas Buckley, Lake Elsinore | District 63 |
| Councilmember Debbie Cook, Huntington Beach | District 64 |
| Councilmember Tim Jasper, Apple Valley | District 65 |
| Supervisor Lou Correa, Orange County | OCTA |
| Councilmember Robin Lowe, Hemet | RCTC |

Members Not Present

Supervisor Zev Yaroslavsky, LA County Supervisor Gary Ovitt, 2nd Vice President, San Bernardino County Supervisor Victor Carrillo, Imperial Valley Councilmember Richard Chavez, Anaheim District 19 Councilmember Judy Dunlap, Inglewood District 28 Councilmember Paul Talbot, Alhambra District 34 Councilmember Mike Dispenza, Palmdale District 43 District 48 Councilmember Ed Reyes, Los Angeles Councilmember Wendy Greuel, Los Angeles District 49 Councilmember Tom LaBonge, Los Angeles District 51 Councilmember Jack Weiss, Los Angeles District 52 District 53 Councilmember Tony Cardenas, Los Angeles District 54 Councilmember Alex Padilla, Los Angeles Councilmember Bill Rosendahl, Los Angeles District 58 Councilmember Eric Garcetti, Los Angeles District 60 Councilmember Janice Hahn, Los Angeles District 62 Mayor Antonio Villariagosa, Los Angeles At-Large **VCTC** Councilmember Keith Millhouse, Moorpark

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Staff Present

Mark Pisano, Executive Director
Jim Gosnell, Deputy Executive Direcgor
Heather Copp, Chief Financial Officer
Karen Tachiki, Chief Counsel
Hasan Ikhrata, Director, Planning & Policy
Keith Killough, Director, Information Services
Shelia Stewart, Executive Assistant

1.0 CALL TO ORDER & PLEDGE OF ALLEGIANCE

Led by President Toni Young, City of Port Hueneme.

2.0 INSPIRATIONAL MESSAGE

President Young asked for a moment of silence honoring her mother who recently passed.

4.0 CONSENT CALENDAR

Item 4.1.7 was pulled. The remaining consent calendar items were MOVED (Washburn), SECONDED (Brown) and APPROVED.

4.1 Approval Items

- 4.1.1 Minutes of December 5, 2005
- 4.1.2 <u>Contracts over \$250,000</u> ABSTAINED (Correa, DeYoung).
- 4.1.3 Additional Sponsorship for Faster Freight Cleaner Air Conference
- 4.1.4 <u>Co-Sponsorship the California Congressional Delegation</u>
 <u>Transportation Reception</u>
- 4.1.5 Resolution #06-470-1 Authorizing SCAG to Apply for and accept Caltrans State Planning & Research Funds for an I-405 ITS Study
- 4.1.6 Resolution #06-470-2 Accepting FTA 5313b and State Planning and Research Partnership Planning Grant Funds
- 4.1.7 KPMG Audit Pulled

4.2 Receive & File

- 4.2.1 Purchase Orders/Contracts between \$5,000 \$250,000
- 4.2.2 Monthly CFO Report

5.0 PRESIDENT'S REPORT

5.1 Appointments

Regional Council Members to Policy Committees

To EEC: Ho

Hon. Dennis Zine, Los Angeles

Subregional Representatives to Policy Committees

Representing SANBAG on EEC: Hon. Penny Lilburn, Highland

Water Policy Task Force

Hon. Todd Campbell, Burbank

6.0 EXECUTIVE DIRECTOR'S REPORT

Goods Movement

Mark Pisano stated that he and staff participated in a number of meetings during the month on the goods movement. He reported on a meeting with the CEOs in which an MOU was discussed as well as how to move forward on the environmental process with the federal and state agencies. There were also discussions on determining what kind of institution that could be created for purposes of taking advantage of the work that was completed last year on the value matrix and port elasticity. Mr. Pisano stated that the private-sector indicated their willingness to provide financial support to both projects of capital expansion and mitigation if there was an institution in place to negotiate with. He also stated that a legal paper was drafted that included various options, however two are being considered. The first option is to create a new institution – this will require state legislation, and the second option would be to use the same modal that was used in creating the Alameda-Corridor.

Compass 2%

He reported that SCAG made a state-wide application for \$5 million in funds in which \$1.7 million was awarded to SCAG. He announced that Hasan Ikhrata and his staff completed incredible work on the application process. Most of the jurisdictions sent numerous letters and documents of support as well as a willingness to partner in moving forward in utilizing the resources. A process will be put into place to implement those resources.

7.0 <u>ACTION ITEMS</u>

7.1 Administration Committee Report

There was no report.

7.2 Transportation & Communications Committee (TCC) Report

7.2.1 Proposed 2008 RTP Schedule

Pursuant to the requirements of SAFETEA-LU, the TCC approved moving forward with the next Regional Transportation Plan update (RTP), which allows plan update on 4-year cycle rather than the current 3-year-cycle.

It was MOVED (Baldwin), SECONDED (Dixon) and UNANIMOUSLY APPROVED.

7.2.2 Regional Comment on Federal Trade Agreement with Thailand

The Office of the U.S. Trade Representative is seeking comment on the Interim Environmental Review of a proposed United States-Thailand Free Trade Agreement (FTA). SCAG has prepared consensus comments on the FTA conveying the region's concerns that federal trade policy has created enormous, uncompensated localized burdens in Southern California due to the growth in goods movement. The TCC recommended approval of the agreement

It was MOVED (Baldwin), SECONDED and UNANIMOUSLY APPROVED.

7.3 Energy & Environment Committee (EEC) Report

7.3.1 S1607 Solid Waste on Railroad Properties

It was MOVED (Washburn), SECONDED (Burke) and UNANIMOUSLY APPROVED to support S1607.

7.3.2 "Underground Rulemaking" Program

It was MOVED (Washburn), SECONDED (Clark) and UNANIMOUSLY APPROVED to support.

7.3.3 Ahwahnee Water Principles for Resource Efficient Land Use

It was MOVED (Washburn), SECONDED (Sykes) and UNANIMOUSLY APPROVED to waive reading and approve Resolution #05-469-2 supporting the Ahwahnee Water Principles.

7.4 Community, Economic & Human Development Committee Report

There was no report.

7.5 Communications & Membership Subcommittee

The Subcommittee discussed the need to raise funds to support many of our under-funded activities. As SCAG convenes and/or hosts an increasing number of events and activities, the need for supplemental resources to support such activities continues to grow. In recent years fundraising efforts have been conducted on an event-by-event basis, sometimes repeatedly asking the same contributors to support. Instead of seeking sponsors as each need arises, the subcommittee proposed developing an annual program to solicit sponsors.

Discussions of developing a Leadership Academy for members are on-going, possibly with an affiliation with an academic institution. The initial program could be a 2- or 3-day course, focusing on regionalism, regional leadership, and the substantive regional issues SCAG needs to address. Funding for Regional Council Leadership Development is available in this year's General Fund budget in the amount of \$25,000. The Subcommittee recommended developing a Request for Proposal (RFP) to launch this program.

The upcoming Consensus trip to Washington D.C. scheduled for February 7th & 8th was discussed as well as how to make SCAG's presentation materials memorable. The consensus theme focus for this year's trip is Goods Movement. In addition to printed materials, the subcommittee proposed presenting members of Congress with a model-size truck, customized with an imprinted message on the vehicle. It was recommended that the Regional Council authorize up to \$3000 from the General Fund to secure these presentation materials.

Supervisor Burke recommended that the model-size truck display SCAG's logo and possibly other logos from member jurisdictions and/or the subregions.

It was MOVED (Baldwin), SECONDED (Tyler), and UNANIMOUSLY APPROVED to accept the written report.

8.0 INFORMATION ITEMS

8.1 State legislative bill draft relating to S.B.90 (1972) protection for JPAs

Don Rhodes, Manager, Government Affairs, stated that SCAG will be working with other agencies, such as CALCOG and ABAG, in order to offer legislation that would amend California Government Code Statute 1972 Chapter 1406 (S.B.90) to ensure that Joint Powers Authorities are eligible to seek reimbursement from the State on SB 90.

9.0 LEGAL COUNSEL REPORT

9.1 Closed Session

 Writ of Mandate re: Board of Control Decision on, Statutes 1980 Ch. 1143 Claim No. 3929 Before the Commission on State Mandates (RHNA Determination Cost Reimbursement- Council of Governments). Code Section Conference with Legal Counsel pursuant to Government 54956.9 Pending Litigation (one potential case).

There was no closed session.

Conference with Legal Counsel – potential litigation
 Audit issues: San Gabriel Valley Council of Governments
 and Orange County Council of Governments. Significant
 Exposure to litigation pursuant to Section 54956.9(b)
 Two (2) potential cases.

A report was provided by the General Counsel in closed session and no action was taken.

• Havens v. SCAG

Havens v. Southern California Association of Governments, Los Angeles County, Case No. BC 324931 Conference with Legal Counsel re: pending litigation Pursuant to Government Code section §54956.9(a)

There was no closed session.

10.0 FUTURE AGENDA ITEMS

Councilmember Aldinger expressed concerns regarding Caltrans conducting subregional audits. He felt that SCAG should conduct the audit and requested that the issue be agendized for discussion.

11.0 ANNOUNCEMENTS

No announcements

12.0 ADJOURNMENT

The next meeting will be held at SCAG offices Thursday, February 2, 2006. A joint budget workshop will also be held on the same day to discuss the budget.

Mark Pisano, Executive Director

DATE:

February 2, 2006

TO:

Administration and Regional Council

FROM:

Lambertus H. Becker, Interim Chief Financial Officer

213-236-1804 becker@scag.ca.gov

SUBJECT:

Resolution # 06-471-5 authorizing SCAG to accept \$660,000 in Caltrans State Planning &

Research grant funds.

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:

Adopt Resolution # 06-471-5 authorizing SCAG to accept \$660,000 in Caltrans State Planning & Research grant funds and amend the SCAG Overall Work Plan (OWP).

SUMMARY:

Caltrans intends to award approximately \$660,000 in State Planning & Research (SP&R) funds to SCAG to finance a freeway corridor improvement study of the I-405 and I-210 aimed at utilizing operational strategies to improve system performance. Caltrans has requested that SCAG accept this funding and obtain and manage consultant services to perform the study, which will also be used as a "template" or management guide for model corridor management planning to be used throughout the state.

BACKGROUND:

The goal of this project is to improve freeway corridor management planning and to develop and test a standard corridor planning template for use by Caltrans, as well as regional and local agencies.

At the January meeting, the Regional Council adopted Resolution # 06-470-1 authorizing SCAG to accept \$300,000 in SP&R funds for a freeway corridor study for the I-405. Caltrans has now increased the grant award by an additional \$360,000 to \$660,000, so that the I-210 corridor can be included in the study.

Corridor management is a process for effective decision making that incorporates systematic study procedures to:

- assess transportation deficiencies
- · identify options to address the deficiencies
- evaluate the options in a comprehensive manner

Additionally, community needs (livable communities, environmental justice), multi-modal transportation services, environmental impacts, performance outcomes, and financial feasibility are significant factors in the application of the corridor management process.

Caltrans has been developing system management strategies for several years in consultation with regional and local agencies, with the aim of managing the state highway system and adjacent major local arterials more efficiently.



Caltrans has designated certain corridors for aggressive implementation of ITS strategies such as traffic control (freeway ramp metering & arterial signalization), traveler information, and incident management. These strategies will complement other improvements such as transit and rail, maintaining state and local agency roadways, and some highway capacity improvements in order to provide the multi-faceted approach needed for sound system management.

The plan developed from this effort will serve as a standard template or best practices for use on other corridors as they become ready for the implementation of system management strategies.

FISCAL IMPACT:

No local cash or in-kind contribution will be required for this grant, per information received from Caltrans staff.



DATE:

February 2, 2006

TO:

FROM:

SUBJECT:

Lambertus H. Becker, Interim Chief Financial Officer 213-236-1804 becker@scag.ca.gov

Resolution # 06 471 Resolution # 06-471-1 authorizing SCAG to accept Blueprint Planning Grant Funds

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:

Adopt Resolution # 06-471-1 authorizing SCAG to accept \$1,258,450 in Caltrans Blueprint Planning grant funds and amend the SCAG Overall Work Plan (OWP) to include the funds.

SUMMARY:

Caltrans has notified SCAG that \$1,258,450 in Blueprint Planning grant funds will be awarded to SCAG for Fiscal Year (FY) 2005-2006 to build upon and expand the SCAG Compass 2% Strategy implementation efforts and integrate the Compass Vision and 2% Implementation Strategy into local planning efforts.

BACKGROUND:

In September 2005 the Regional Council authorized staff to apply for up to \$3,000,000 in Blueprint Planning Grant Funds. The grant award of \$1,258,450 is for the first year of a two-year project. Caltrans has advised SCAG staff that the amount of second year funds to be awarded will be determined by Caltrans based upon project performance during the first year of the project.

In the FY 2005-2006 state budget, \$5 Million was included for MPOs to conduct regional planning activities, aimed at improving statewide mobility. SCAG submitted the grant application by the September 30, 2005 due date and was notified of the pending grant award in late December.

The SCAG project will refine the Compass regional growth policies through more subregional and local 2% opportunity area scenario planning and development forecasting. Implementing SCAG's 2% Strategy through strategic infill, transit-oriented development, and corridor revitalization has been modeled to lead to significant improvements in regional mobility.

FISCAL IMPACT:

SCAG will be required to provide a 20% cash or in-kind match, or \$314,610, to be financed with nonfederal funds. Staff is in the process of identifying in-kind or cash contributions for the match requirement, which will be reflected in an amendment to the FY 2005-2006 OWP.

Doc # 117917



RESOLUTION #06-471-1 OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS TO APPROVE AND ADOPT A RESOLUTION TO ACCEPT CALIFORNIA REGIONAL BLUEPRINT PLANNING PROGRAM GRANT FUNDS AND AMEND THE FY 2005-2006 OWP

WHEREAS, the Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization (MPO) for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial;

WHEREAS, the FY 2005-2006 California State Budget includes \$5 million in funding statewide available only to MPOs for a two-year California Regional Blueprint Planning Grant Program designed to support related statutory requirements, programs and guidelines that address the need for integrated planning;

WHEREAS, each Blueprint Planning Grant awarded by the State will require at least a 20% cash or in-kind match financed with non-federal funds.

WHEREAS, SCAG applied for \$3,000,000 in grant funds in September 2005;

WHEREAS, Caltrans has awarded to SCAG \$1,258,450 in grant funds for the first year of the project, which will require \$314,610 in local matching funds.

NOW, THEREFORE, BE IT RESOLVED by the Regional Council of the Southern California Association of Governments to authorize SCAG to accept and manage a Regional Blueprint Planning Grant and to collaborate with other stakeholders in the grant program, and to implement the grant through the FY 2005-2006 OWP as amended.

BE IT FURTHER RESOLVED that:

- 1. The Regional Council approves and authorizes SCAG to amend the FY 2005-2006 OWP to include the Blueprint Planning Grant funds in the Fiscal Year 2005-2006 OWP;
- 2. The SCAG pledges to secure cash or in-kind services, or both, for the matching funds necessary to receive Blueprint Planning Grant funds; and
- 3. That the SCAG Executive Director or in his absence, the Deputy Executive Director, is hereby designated and authorized by the Regional Council to execute all related agreements and documents on behalf of the Regional Council for receipt of the Blueprint Planning Grant funds.

Document Name: 05-06 RC reso blueprint award

Document #: 117858 Author Id: YOUNGS **APPROVED AND ADOPTED** by the [] vote of the Regional Council of the Southern California Association of Governments at a regular meeting this 2^{nd} day of February, 2006.

TONI YOUNG President, SCAG Councilmember, City of Port Hueneme

Mark Pisano Executive Director

Karen Tachiki Chief SCAG Legal Counsel

Document Name: 05-06 RC reso blueprint award

Document #: 117858 Author_Id: YOUNGS

DATE: February 2, 2006

TO: Administration Committee and Regional Council

FROM: Cheryl Collier, Communications Supervisor

(213) 236-1942, collier@scag.ca.gov

SUBJECT: Approval of Annual Sponsorship Program

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:

Approve SCAG's annual sponsorship program. At their January 3rd meeting, members of the Communication and Membership Subcommittee recommended approval of an annual sponsorship program.

BACKGROUND:

Historically, SCAG has approached organizations for sponsorship opportunities as the need arises. Typically, SCAG hosts several major events in a calendar year including:

- Southwest Compact Conference (Fall)
- Annual Economic Forecast Conference (Winter)
- A Goods Movement Roundtable (Winter)
- The Annual Housing Summit (Spring)
- A Compass Workshop (Spring)
- The Annual General Assembly (Spring)
- The Annual Regional Council Retreat (Early Summer)

The number of events SCAG sponsors annually has increased over the past few years. Implementation of an annual sponsorship program will reduce the overall time and effort associated with various fundraising activities by SCAG staff as well as traditional SCAG sponsors. In addition, organizations may find it more appealing to be a major sponsor of multiple SCAG events thereby increasing their visibility, exposure and participation.

BUDGET IMPACT:

Sponsorship funds received will be used to help offset costs associated with SCAG's major conferences and events.

2006 SCAG ANNUAL SPONSORSHIP PROGRAM OPPORTUNITIES & BENEFITS

For the first time ever, the Southern California Association of Governments offers to all the opportunity to become an Annual Sponsor.

What makes SCAG events a unique opportunity for sponsors?

- The leaders and decision-makers of the region attend SCAG events.
- Your organization will be able to exhibit your products and services to local government officials from throughout the region.
- The 2006 proposed schedule of major events includes:
 - SW Compact Conference (Fall)
 - Annual Economic Forecast Conference (Winter)
 - A Goods Movement Roundtable (Winter)
 - The annual Housing Summit (Spring)
 - A Compass Workshop (Spring)
 - The annual General Assembly (Spring)
 - Annual Regional Council Retreat (Early Summer)
- These events bring together speakers and panels of experts in the fields of housing, transportation, logistics, economics and government.
- Over the past four decades, SCAG has evolved as the largest of nearly 700 councils
 of government in the United States, functioning as the Metropolitan Planning
 Organization for six counties: Imperial, Los Angeles, Orange, Riverside, San
 Bernardino, and Ventura.
- SCAG, together with its partners, has a successful track record of conducting informative and meaningful events for its members, partners and the public.

Sponsorship Benefits

Platinum Sponsor: \$25,000

- Complimentary attendance at 4 SCAG events of sponsor's choice
- Complimentary exhibit space at 4 SCAG events
- Sponsor's name or logo displayed on all appropriate event literature
- Sponsor's name or logo displayed on SCAG's web site
- Opportunity to speak briefly from podium at 4 SCAG events of sponsor's choice
- Acknowledgement from podium at the all SCAG events of sponsor's choice
- Copies of all SCAG Reports and SCAG's eVision Newsletter

Gold Sponsor: \$15,000

- Complimentary attendance at 3 SCAG events of sponsor's choice
- Complimentary exhibit space at 3 SCAG events
- Sponsor's name or logo displayed on appropriate event literature
- Sponsor's name or logo displayed on SCAG's web site
- Acknowledgement from podium at the 3 SCAG events of sponsor's choice
- Copies of all SCAG Reports and SCAG's eVision Newsletter

Silver Sponsor: \$10,000

- Complimentary attendance at 2 SCAG events of sponsor's choice
- Complimentary exhibit space at 2 SCAG events
- Sponsor's name or logo displayed on appropriate event literature
- Sponsor's name or logo displayed on SCAG's web site
- Acknowledgement from podium at the 2 SCAG events of sponsor's choice
- Copies of all SCAG Reports and SCAG's eVision Newsletter

Bronze Sponsor: \$5,000

- Complimentary attendance at 1 SCAG event of sponsor's choice
- Complimentary exhibit space at 1 SCAG events
- Sponsor's name or logo displayed on appropriate event literature
- Sponsor's name or logo displayed on SCAG's web site
- Acknowledgement from podium at the 1 SCAG event of sponsor's choice
- Copies of all SCAG Reports and SCAG's eVision Newsletter

Friend of SCAG: \$2,500

- Complimentary attendance at 1 SCAG event of sponsor's choice
- Sponsor's name or logo displayed on appropriate event literature
- Sponsor's name or logo displayed on SCAG's web site
- Copies of all SCAG Reports and SCAG's eVision Newsletter

Annual Sponsors may select specific events with which to be associated. Sponsors who wish to be associated with one particular event are welcome.

DATE: February 2, 2006

TO: Administration and Regional Council

FROM: Lambertus H. Becker, Interim Chief Financial Officer

213-236-1804 becker@scag.ca.gov

SUBJECT: Ratify Execution of Caltrans Agreement 07-4754 to Contribute to Caltrans 2005 Federal

Appropriation Act Section 117 Funds & Associated Matching Funds

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:

Ratify execution of Caltrans Agreement #07-4754 to contribute to Caltrans 2005 Federal Appropriation Act Section 117 funds & associated matching funds

SUMMARY:

The 2005 Federal Appropriation Act, Section 117 included \$992,000 in funds designated for SCAG. This appropriation will be transferred to the State for a transportation project, effectively repaying the state the amount of the disputed HDR disallowance. Caltrans Agreement #07-4754, reflecting this contribution, and the payment by SCAG of an additional \$62,017 in required matching funds, has been executed by SCAG's Executive Director at Caltrans request to expedite the resolution of this matter and remove SCAG from the "high risk" designation.

BACKGROUND:

In 2003 Caltrans disallowed SCAG payments made to a contractor (HDR) for a study performed on behalf on RCTC and SANABG. SCAG disputed the Caltrans decision and has been negotiating with Caltrans and the federal Department of Transportation for positive resolution of the issue.

Ultimately, SCAG was successful in obtaining 2005 Federal Appropriation Act, Section 117 funds to resolve the issue. In addition, SCAG is required to pay the state \$62,017 as "matching funds" and at the December 2005 meeting, the Regional Council approved the use of General Fund to make this payment.

Per the terms of Caltrans Agreement #07-4754 the federal funding will be transferred to the state for a transportation project, and SCAG will make payment to Caltrans of the matching funds. Caltrans requested that SCAG execute and return the agreement prior to the February Regional Council meeting to expedite the resolution of this matter and remove SCAG from the "high risk" designation. The Executive Director conferred with the SCAG Officers and it was determined that the best course of action was for the Executive Director to sign and return the agreement and obtain ratification of this action at the February Regional Council meeting.

Also attached is a copy of a letter dated October 24, 2005 which verifies that both FHWA and Caltrans concur that this satisfies SCAG's obligation in the HDR matter.

FISCAL IMPACT:

The approval of this item will require a match of \$62,017 from the General Fund. Funds were budgeted for this purpose in the current year's General Fund and approved by the Regional Council on December 1, 2005

Agreement Attached

Doc # 117934



DEPARTMENT OF TRANSPORTATION

DIVISION OF LOCAL ASSISTANCE - MS 1 1120 N STREET P. O. BOX 942873 SACRAMENTO, CA 94273-0001 PHONE (916) 653-1776 FAX (916) 654-2409 TTY (916) 653-4086



Flex your power!
Be energy efficient!

October 24, 2005

Ms. Heather Copp, Chief Financial Officer Southern California Association of Governments 818 West Seventh Street Los Angeles, CA 90017-3435

Dear Ms. Copp:

This is to follow up on the letter signed by Brian Smith dated May 04, 2005, regarding the Federal-Aid Ineligibility Notice (FIN) 06-03-002.

Per our discussion with you, we have calculated the repayment amount. The total repayment amount is \$1,054,017 (see enclosure). The Southern California Association of Governments (SCAG) agrees to pay this amount in full satisfaction of FIN 06-03-002 to the California Department of Transportation (Department) as follows:

SCAC will contribute \$992,000 of Federal funding obtained pursuant to Section 117 of the 2005 Federal Appropriation Act towards a Department project as designated by the Department. The remaining \$62,017 will be paid by SCAG upon receiving an invoice from the Department. SCAG has no prior or future financial commitment or obligation to the Department project. Upon receiving final payments, the Department will release SCAG from any further financial commitment regarding the FIN 06-03-002.

The Federal Highway Administration concurs and has no objection with this methodology of payback by SCAG.

Please concur by signing below and return for our records. If you have any questions, please contact me at (916) 653-1776 or Denix Anbiah at (916) 653-3581.

Signoerely,

TERRY L. ABBOTT

Chief

Division of Local Assistance

Enclosure

I concur:

HEATHER COPP

Chief Financial Officer

Southern California Association of Governments

TY105 Date

000018

SCAG FIN CALCULATION OF AMOUNT TO BE REIMBURSED BY SCAG

| Nationwide recession to fund Section 117 projects | | • |
|-----------------------------------------------------------|----|---------------|
| for the first 8 months | | 921,217,220 |
| Annualized amount = 921,217,220 X 12 / 8 | = | 1,381,825,830 |
| California's share of this per minimum guarantee (9.312%) | = | 128,675,621 |
| Nationwide funding for Section 117 | = | 1,201,669,120 |
| Section 117 funding for SCAG | = | 992,000 |
| Loss to CA due to SCAG funding | | |
| = (128,675,621 / 1,201,669,120) X 992,000 | = | 106,224 |
| | ŧ | • |
| FIN amount, as of 3/13/03 | == | 947,793 |
| Total Amount to be reimbursed by SCAG | | |
| = 106,224 + 947,793 | = | 1,054,017 |
| SCAG's contribution of Section 117 funds | = | 992,000 |
| SCAG to pay with its own funds | = | 62,017 |

07-LA-710-KP 29.6/42.6 (PM 18.4/26.5) 07-242601 District Agreement No. 07-4754

CONTRIBUTION AUTHORIZATION AGREEMENT

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS, a public corporation in the State of California, referred to herein as "SCAG".

RECITALS

- 1. STATE and SCAG, pursuant to Streets and Highways Code section 130, are authorized to enter into a cooperative agreement relating to contribution of funds for improvements to State highways within the County of Los Angeles.
- 2. STATE contemplates the replacement of median concrete barrier along State Route 710 at various locations from 0.1KM south of the Firestone Boulevard Overcrossing to 0.1 KM South of the State Route 10/710 separation, referred to herein as "PROJECT".
- 3. SCAG desires to contribute \$992,000 of Section 117 funds to STATE from SCAG's allocation from the 2005 Federal Appropriation Act, referred to herein as "FUNDS", and \$62,017 of non-federal SCAG funds, referred to herein as "MATCH FUNDS", shown on Exhibit A, attached to and made a part of this Agreement, toward the payment of PROJECT costs.
- 4. The parties hereto intend to define herein the terms and conditions under which PROJECT is to be partially financed by this contribution of FUNDS and MATCH FUNDS from SCAG.

SECTION I

STATE AGREES:

- To submit a signed invoice, in the amount of \$62,017, to SCAG within thirty (30) days
 of execution of this Agreement, which amount represents SCAG's MATCH FUNDS
 contribution for PROJECT.
- 2. To process all Federal authorizations, State allocations, and/or State application of FUNDS and MATCH FUNDS made on behalf of SCAG as authorized herein and

applicable under Federal and State law for SCAG's contribution of FUNDS and MATCH FUNDS towards PROJECT costs.

- 3. To utilize FUNDS and MATCH FUNDS for PROJECT costs.
- 4. Upon completion of PROJECT and all work incidental thereto, to furnish SCAG with a detailed statement of the total of FUNDS and MATCH FUNDS expended to complete PROJECT for costs borne solely by SCAG. Any additional amount required to complete PROJECT pursuant to this Agreement will be borne by STATE unless otherwise agreed to between SCAG and STATE pursuant to an amendment to this Agreement.
- 5. To obtain SCAG approval in the form of an amendment to this Agreement, should additional FUNDS and/or MATCH FUNDS be required for PROJECT.

SECTION II

SCAG AGREES:

- To pay or to program, or cause to be paid or programmed, FUNDS and MATCH FUNDS to be utilized by STATE for PROJECT costs in the appropriate RTIP, FTIP, STIP and/or other documents, and to process all programming amendments thereto which may be required for any changes to PROJECT FUNDS and MATCH FUNDS.
- To deposit with STATE, within thirty (30) days of receipt of the signed invoice described in Section I, Article 1 above, the amount of \$62,017, representing SCAG's contribution of MATCH FUNDS for PROJECT.
- 3. STATE may encumber and utilize FUNDS and/or MATCH FUNDS for PROJECT as shown on Exhibit A.

- 4. In the event SCAG believes that changes to the FUNDS or MATCH FUNDS are necessary, to promptly notify STATE to determine if an Amendment to this Agreement should be executed to reflect said changes.
- 5. To enter into a separate cooperative agreement or an amendment to this Agreement with STATE when funds other than FUNDS or MATCH FUNDS that are under the direct control of SCAG are to be contributed towards PROJECT or when any portion of the work on PROJECT is to be performed by SCAG.

SECTION III

IT IS MUTUALLY AGREED:

- 1. All obligations of STATE under the terms of this Agreement are subject to the appropriation of resources by the Legislature, State Budget Act authority, and the allocation of resources by the California Transportation Commission, and the encumbrance and/or receipt of those FUNDS and/or MATCH FUNDS for PROJECT.
- 2. That STATE's expenditure of FUNDS and/or MATCH FUNDS for PROJECT is subject to the programming and appropriation of those said funds by SCAG.
- 3. In the event that it is determined that STATE's use of the FUNDS for PROJECT is not an appropriate use of that Federal funding and STATE is either unable to utilize and/or is required to repay said FUNDS, SCAG will, within thirty (30) of receipt of a signed invoice from STATE, pay STATE in full the amount of FUNDS that are unavailable for PROJECT or the entire amount of FUNDS that STATE is required to repay.
- 4. Exhibit A may be revised by a mutual agreement of the parties in the absence of a formal agreement amending this Agreement to reflect funding increases to be contributed by SCAG for PROJECT. These said revisions to Exhibit A shall be the responsibility of the STATE's District 07 Local Assistance Office.

5. This Agreement shall terminate following completion of PROJECT or on June 30, 2008, whichever is earlier in time; however, Article 3 of Section III shall remain in effect until terminated or modified, in writing, by mutual agreement of parties hereto.

| STATE OF CALIFORNIA Department of Transportation | SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS |
|--------------------------------------------------|------------------------------------------------|
| WILL KEMPTON Director | By: //////////////////////////////////// |
| By: Douglas R. Failing District 07 Director | Attest: Mulu |
| Approved as to Form and Procedure: | Approved as to Form: |
| By: Attorney Department of Transportation | By: Saun Jacker City Attorney Chif Connact |
| Certified as to Funds: | |
| By: Manager, Office of Budgets | |
| Certified as to Financial Terms and Conditions: | |
| By: Accounting Administrator | |

Contribution Letter for State Administered Projects

07-242601 N/A 07-4754 Local Agency SCAG 12-19-05 Amendment No. Agreement No. State E. A. No.

| Local - Federal Contributor Fund Type Amount | Ē | Reimbursement Ratio | Match Fund Type | Match Fund Type Match Amount Current Total | | Previous Total | Proposed Change |
|-------------------------------------------------|---|------------------------|---------------------------------------------|--------------------------------------------|-------------|----------------|--------------------|
| Section 117 - Federal | | 100.00% | SCAG funds (Local, non-federal) \$62,017 | \$62,017 | \$1,054,017 | O | \$1,054,017 |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |

Comments:

Notes:

1) Identify each Local Federal fund type and match on separate lines with current and previous contributor totals towards the State-

Administered project. 2) A separate finance letter is required to identify the type and amount of funds to be authorized, altocated, and/or applied to each phase of the work by STATE.

3) An amendment to this contribution letter is required for any change to the type and/or amount of funds contributed towards the State Administered project or changes to the EA.

4) Local Agency is responsible for all programming changes to the RTIP, FTIP and/or STIP.

Local Agency Signauture

State Project Manager Signature

DATE:

February 2, 2006

TO:

Administrative, Executive and Regional Council members

FROM:

Don Rhodes (x840)

SUBJECT:

State Lobbyist Contract

EXECUTIVE DIRECTOR'S APPROVAL:

Juny

RECOMMENDED ACTION:

Authorize SCAG to assign the State Lobbyist Contract with Bauer Government Relations to the Law Firm of Hatch and Parent, given the recent acquisition of Bauer Government Relations.

SUMMARY:

SCAG's state lobbyist's firm, Bauer Government Relations has been bought by the Law Firm of Hatch and Parent. Our lobbyist, Paul Bauer, now of Hatch and Parent, remains in Sacramento and has committed to maintaining superior levels of service to SCAG for the duration of our contract with him, which is currently scheduled to end on April 21, 2007. Due the assignment provision in the contract with Bauer Government Relations, SCAG can reassign this contract to another employer in cases such as this. However, as a best practice, we need approval and authorization from the Regional Council.

As a condition to reassigning this contract, Hatch and Parent, the new employer, has agreed to all provisions in the current contract with no amendments.

Due to the substantial activity SCAG foresees during the coming months in Sacramento, it is imperative that we maintain a high level of representation with the Administration and the Legislature. In order to provide uninterrupted service, staff recommends pursuing a reassignment of the current contract through its duration of April 21, 2007.

BACKGROUND:

Paul Bauer has represented SCAG in Sacramento since April 21, 2003.

FISCAL IMPACT:

None. Mr. Bauer's rate and overhead will not change.

SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS

Doc #117833 S.A.

MEMO

DATE:

January 10, 2006

TO:

Administration Committee

Regional Council

FROM:

Lambertus H. Becker, CFO (213) 236-1804

Email: becker@scag.ca.gov

SUBJECT:

Contracts and Purchase Orders between \$5,000 - \$250,000

SUMMARY:

SCAG executed the following Contracts between \$5,000 and \$250,000

• Vanasse Hangen Brustlin, Inc.

\$50,000.00

Expert Review on Travel Demand Model

Funding Source: TDA

• Urban Crossroads

\$64,970.00

Vision Coachella Valley Study Funding Source: FTA 5303

CONSULTANT CONTRACT

Consultant: Urban Crossroads

Scope: The project objective is to integrate local demographics and

characteristics into a GIS format to give the greater Coachella Valley area cities and agencies more accurate and timely data. This project will move CVAG into an ArcSDE implementation, as the best method of presenting the data. Although the most concrete deliverables for this project is spatial data, there is also the need to establish relationships with data providers to facilitate maintenance and updates of the resulting database. Establishing and documenting these relationships is as critical to the success of this project as the specific

products obtained.

Contract Amount: Total not to exceed \$64,970

Urban Crossroads (prime) \$49,230 Nobel Systems, Inc. (subconsultant) \$15,740

Contract Period: January 31, 2006 through June 30, 2006

Work Element: 06-035.CVGC1 \$64,970 Funding Source: FTA 5303

Request for Proposal: SCAG staff mailed postcards to 163 firms on SCAG's bidders list to

notify them of the release of RFPP No. 06-038. The RFP was also posted on SCAG's bid management system. The following three

proposals were received in response to the solicitation:

Psomas (4 suconsultants) \$66,338 UCLA (1 subconsultant) \$65,000 Urban Crossroads (1 subconsultant) \$64,970

Selection Process: The Proposal Review Committee (PRC) evaluated the proposals in

accordance with the criteria set forth in the RFP, and the selection process was conducted in a manner consistent with all applicable Federal and State contracting regulations. Interviews were held with

all three offerors.

The PRC was comprised of the following individuals:

Kenneth Albrecht, IT Manager, CVAG

Carol Clapper, Associate Regional Planner, CVAG

Catherine McMillan, Government Services Director, CVAG

Richard Mader, Lead GIS Analyst, SCAG

William Mosby, Deputy District Director, Caltrans District 8

Basis for Selection

Urban crossroads demonstrated the capability to perform the work in the most direct manner and with the least amount of superfluous tasks. They demonstrated the most familiarity with the ArcSDE implementation, a major component of the project. Familiarity with the Coachella Valley jurisdictions was also reflected in the proposal and during the interview. Urban Crossroads was viewed by the entire Proposal Review Committee as the most responsive to the requirements in the RFP. They were also the lowest bidder.

CONSULTANT CONTRACT

Consultant: Venasse Hangen Brustlin, Inc.

Scope: The Regional Travel Demand Model is one of the largest and most complicated models in the country. SCAG is required to continually upgrade its modeling tools to ensure that the Model remains state of

increasingly complicated transportation policy decisions.

SCAG is seeking expert assistance to manage the Region's model improvement program and model peer review process. FHWA modeling guidance strongly recommends a vigorous model peer review program. An effective peer review can diagnose deficiencies in an MPO's travel forecasting methods and can inoculate the MPO against frivolous legal challenges. The successful candidate must have an expert understanding of current modeling practice, must be familiar with planning regulations, and must understand the planning/modeling challenges faced by MPOs.

the practice and keeps pace with providing analytical support for

SCAG is currently wrapping-up a major update of the Regional Transportation Model. The update includes revisions to all of the various model components and updates to the model inputs. Expert review and advice is needed to insure the final model is state of the practice and meets SCAG's analytical needs. Specific work task will include review and suggest changes to SCAG's model methodology; review mode choice methodology and recommend mid and long term improvements; review and assist SCAG staff in the Year 2003 Model Validation; participate in SCAG's third Model Peer Review and assist in implementing panel recommendations; and assist to organize and participate in a peer review of SCAG's Truck Model.

Contract Amount: Total not to exceed \$50,000

Venasse Hangen Brustlin, Inc. (prime) \$39,460
Mark Bradley (subconsultant) \$1,690
Truck Peer Review Panel Members* \$8,850

* SCAG will select three members with the technical expertise necessary to review the interim truck model once Cambridge Systematics, the consultant working on the Heavy-Duty Truck Model Improvement project, completes and delivers the interim truck model.

Contract Period: January 5, 2006 through June 30, 2006

Work Element: 06-070.SCGC3 \$50,000 Funding Source: TDA

Request for Proposal: Not Applicable – Sole-Source Contract

Selection Process: Not Applicable

Basis for Selection:

Frank Spielberg, the Program Manager for Venasse Hangen Brustlin, Inc. (also known as "VHB/BMI-SG") and member of the peer review panel organized by FHWA, is a well respected expert in the travel simulation modeling field. Mr. Spielberg has unique, extensive experience and familiarity with the travel simulation programs of many large Metropolitan Planning Organizations. Mr. Spielberg is very familiar with Planning Regulation in the Clean Air Act and the Safe, Accountable, Flexible, Efficient Transportation Equity ACT – A Legacy for Users (SAFETEA-LU). Mr. Spielberg's team, including VHB/BMI-SG staff and subconsultant Mark Bradley also have extensive experience and knowledge in travel simulation Mr. Spielberg was the chair for FTA/FHWA and modeling. sponsored peer reviews for other large MPOs including Cincinnati, Denver, Baltimore, and New Jersey.

SCAG's Travel Demand Model is one of the most complicated models in the country. It takes significant amount of time to learn SCAG's model before one can contribute to SCAG's model improvement project. Due to Mr. Spielberg's participation on the current Peer Review Panel, he has extensive knowledge of SCAG's travel demand model, and is uniquely qualified to manage the project, coordinate the peer review, and to implement the recommendations provided by the Peer Review Panel for the SCAG Travel Simulation Model. His extensive experience and that of his team will enhance the performance of the peer review process and help guarantee a successful project outcome. Mr. Spilberg's experience and knowledge will enhance SCAG's analytical capabilities and enhance the credibility of the Regional Model. Based on the above considerations, it is highly recommended that SCAG proceed with selection of VHB/BMI-SG, which is the firm that employs Mr. Spielberg, to perform the Expert Review on the Travel Demand Model Project.

DATE:

January 17, 2006

TO:

Administration Committee and Regional Council

FROM:

Lambertus H. Becker, Interim Chief Financial Officer (213) 236-1804, becker@scag.ca.gov

RE:

Monthly Report for December 2005

Information Only

Background: This report contains three attachments: (1) SCAG's budget and expenditure data as of December 31, 2005, (2) a listing of payables and receivables over forty-five days old (3) FY 2006-07 Comprehensive Budget Development Schedule.

Budget and Expenses: The SCAG Agency-wide and General Fund financial reports are attached. This financial data is directly exported from the SAP system. The Agency-wide report is all inclusive of the OWP, General Fund, Indirect Cost and Fringe Benefits. We have categorized the accounts in the Agency-wide report to give the Regional Council a 'Big Picture' view of the SCAG financials. These categories are summarized below and detailed on the following pages.

Percent of year: 50%

| Category | Budget | YTD Spent | Balance | Percent Spent |
|-----------------|--------------|--------------|--------------|------------------|
| Staff | \$9,575,294 | \$4,083,678 | \$5,491,616 | 43% |
| Consultant | 13,397,621 | 1,430,172 | 11,967,449 | 11% |
| Sub Regions | 1,952,087 | 49,546 | 1,902,541 | 3% |
| Direct Costs | 4,619,739 | 1,651,565 | 2,968,175 | 36% |
| Fringe Benefits | 3,717,103 | 1,804,466 | 1,912,637 | 49% |
| Other | 3,897,953 | 478,357 | 3,419,956 | 12% |
| Total | \$37,159,797 | \$9,497,784 | \$27,662,014 | 26% |

December Highlights

- Completed the Draft OWP Budget for FY 06-07.
- Met with Bank of the West officers, who agreed to extend the SCAG line of credit to November 30, 2006.

Doc 117843



Budget v. Actual and Encumbrances Through December - 50% of Year

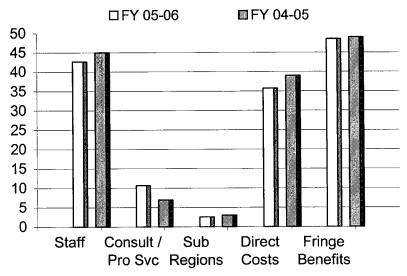
| | Dudmat | Yr to Date Expenditures Thru Dec | Balance | Pct of Bud | Encum- brances | YTD Expenditures Plus Encumbrs | Balance | Pct of Bud |
|----------------------------------------|-------------------|-------------------------------------------|-------------------|------------------|-------------------|-----------------------------------------|--------------------|------------------|
| | Budget | Dec | Dalalice | Duu | Diances | Lilicumbis | Balance | Duu |
| Staff | | | | | | | | |
| Salaries | 9,331,900 | 3,946,377 | 5,385,523 | 42% | - | 3,946,377 | 5,385,523 | 42% |
| Temporary Help | 243,394 | 137,301 | 106,093 | 56% | 210,645 | 347,946 | (104,552) | 143% |
| | 9,575,294 | 4,083,678 | 5,491,616 | 43% | 210,645 | 4,294,323 | 5,280,971 | 45% |
| Consultant / Professional Service | | | | | | | | |
| SCAG Consultant | 12,962,621 | 1,295,599 | 11,667,022 | 10% | 9,644,114 | 10,939,713 | 2,022,908 | 84% |
| Legal Services | 435,000 | 134,573 | 300,427 | 31% | 143,860 | 278,433 | 156,568 | 64% |
| Professional Services | 0 | 0 | 0 | 0% | - | 00 | 0 | 0% |
| _ | 13,397,621 | 1,430,172 | 11,967,449 | 11% | 9,787,974 | 11,218,146 | 2,179,476 | 84% |
| Sub Regions | | | | | | | | 2221 |
| Subregional Consultant | 864,729 | 19,054 | 845,675 | 2% | 523,027 | 542,081 | 322,648 | 63% |
| Subregional Staff Projects | 1,087,358 | 30,492 | 1,056,866 | 3% | 1,101,131 | 1,131,623 | (44,265) | 104% |
| | 1,952,087 | 49,546 | 1,902,541 | 3% | 1,624,158 | 1,673,704 | 278,383 | 86% |
| Direct Costs | | 740 | 0.050 | 050/ | 4.040 | 4 706 | 1 204 | 60% |
| Internet Access Fees | 3,000 | 749 | 2,252 | 25% | 1,048 | 1,796 | 1,204 | 102% |
| Software Support | 111,988 | 88,938 | 23,050 | 79% | 25,379 | 114,317 27,777 | (2,329) 2,048 | 93% |
| Hardware Support | 29,825 | 13,690 | 16,135 | 46% | 14,088 3,683 | 26,784 | 3,216 | 93% 89% |
| Software Purchases | 30,000 | 23,100 | 6,900 | 77% 46% | 437,365 | 979,019 | 209,392 | 82% |
| Office Rent - Main Office | 1,188,411 | 541,655 28,019 | 646,756 11,981 | 70% | 8,328 | 36,347 | 3,653 | 91% |
| Office Rent - Satellite Office | 40,000 491,270 | 208,056 | 283,214 | 42% | 306,441 | 514,497 | (23,227) | 105% |
| Equipment Leases | 82,640 | 6,219 | 76,421 | 8% | 13,050 | 19,269 | 63,371 | 23% |
| Equipment Repairs | 179,000 | 180,183 | (1,183) | 101% | 70,000 | 180,183 | (1,183) | 101% |
| Insurance Payroll and Bank Process Fee | 32,100 | 8,819 | 23,281 | 27% | _ | 8,819 | 23,281 | 27% |
| Office Supplies | 110,000 | 47,581 | 62,419 | 43% | 49,883 | 97,464 | 12,536 | 89% |
| Office Supplies Office Maintenance | 7 10,000 | - | - | 0% | .0,000 | - | 0 | 0% |
| Small Office Purchase | 337,000 | 41,934 | 295,066 | 12% | 10,686 | 52,620 | 284,380 | 16% |
| Telephone Charges | 169,508 | 39,894 | 129,614 | 24% | 8,479 | 48,373 | 121,135 | 29% |
| Postage and Delivery | 80,000 | 18,943 | 61,057 | 24% | 849 | 19,792 | 60,208 | 25% |
| SCAG Memberships | 71,375 | 73,246 | (1,871) | 103% | 400 | 73,646 | (2,271) | 103% |
| Professional Memberships | 8,240 | 1,794 | 6,446 | 22% | 710 | 2,504 | 5,736 | 30% |
| Resource Materials and Subs | 39,350 | 12,705 | 26,645 | 32% | 57,004 | 69,709 | (30,359) | 177% |
| Depreciation - Furniture | 10,000 | 15,250 | (5,250) | 153% | - | 15,250 | (5,250) | 153% |
| Depreciation - Computer | 39,270 | 22,837 | 16,433 | 58% | - | 22,837 | 16,433 | 58% |
| Capital Outlay | 44,000 | - | 44,000 | 0% | - | 0 | 44,000 | 0% |
| Recruitment Notices | 29,450 | 13,328 | 16,122 | 45% | 12,386 | 25,714 | 3,736 | 87% |
| Public Notices | 15,900 | 3,216 | 12,684 | 20% | 2,784 | 6,000 | 9,900 | 38% |
| Staff Training | 133,786 | 23,708 | 110,078 | 18% | 90,492 | 114,200 | 19,586 | 85% |
| RC & Committee Meetings | 20,000 | 6,203 | 13,797 | 31% | 5,146 | 11,349 | 8,651 | 57% |
| RC Retreat | 15,000 | - | 15,000 | 0% | - | - | 15,000 | 0% |
| RC General Assembly | 15,000 | <u>-</u> | 15,000 | 0% | - | 40.000 | 15,000 | 0% |
| Other Meeting Expense | 44,500 | 4,125 | 40,375 | 9% | 9,483 | 13,608 | 30,892 | 31% |
| Miscellaneous | 225,776 | 34,223 | 191,553 | 15% | 13,700 | 47,923 | 177,852 | 21% |
| RC Meeting Stipends | 140,000 | 62,030 | 77,970 | 44% | - | 62,030 | 77,970 | 44% |
| Letter of Credit Interest | 100,000 | 0 | 100,000 | 0% | - | 0 | 100,000 | 0% 52% |
| Caltrans Rapid Pay Fees | 1,000 | 525 | 475 | 53% | - | 525 | 475 | 53% 2% |
| Cash Contributions to Projects | 285,632 | 4,581 | 281,051 | 2% | - 15.077 | 4,581 | 281,051 | 2% 22% |
| Printing | 150,912 | 17,573 | 133,339 | 12% | 15,977 | 33,551 | 117,361 158,920 | 22% 28% |
| Travel | 220,806 | 61,886 | 158,920 | 28% | - | 61,886 | 3,438 | 31% |
| Travel - Lod > Per Diem | 5,000 | 1,562 | | 31% 75% | - | 1,562 17,088 | 5,812 | 75% |
| Travel - Event Registration | 22,900 | 17,088 | 5,812 0 | 75% 0% | - | 17,000 | 0,012 | 75% 0% |
| AMPO Board Expense | 3 000 | - | 3,000 | 0% 0% | _ | <u>-</u> | 3,000 | 0% |
| NARC BOARD EXPENSE | 3,000 18,000 | - 13,905 | | 77% | - | 13,905 | 4,095 | 77% |
| RC Special Projects | 76,100 | 14,000 | | 18% | 28,350 | · | 33,750 | 56% |
| RC Sponsorships | 4,619,739 | 1,651,565 | | 36% | 1,115,711 | | 1,852,463 | 60% |

Raged of 34

Budget v. Actual and Encumbrances Through December - 50% of Year

| | | Yr to Date Expenditures Thru | | Pct of | Encum- | YTD Expenditures Plus | | Pct of |
|--------------------------------|------------|------------------------------------|------------|-----------|------------|-----------------------------|------------|-----------|
| | Budget | Dec | Balance | Bud | brances | Encumbrs | Balance | Bud |
| Fringe Benefits | | | | | | <u>.</u> | | *** |
| Vacation Accrual Reconciliatic | - | 0 | 0 | 0% | - | 0 | 0 | 0% |
| Severance Pay | - | 0 | 0 | 0% | - | 0 | 0 | 0% |
| Sick Leave Payback | - | 0 | 0 | 0% | - | 0 | 0 | 0% |
| Compensation Awards | 50,000 | 47,826 | 2,174 | 96% | - | 47,826 | 2,174 | 96% |
| Retirement - PERS | 1,748,154 | 822,230 | 925,924 | 47% | - | 822,230 | 925,924 | 47% |
| Retirement - PARS | 56,916 | 43,537 | 13,379 | 76% | - | 43,537 | 13,379 | 76% |
| Health Insurance | 750,000 | 325,099 | 424,901 | 43% | - | 325,099 | 424,901 | 43% |
| Dental Insurance | 79,960 | 44,344 | 35,616 | 55% | - | 44,344 | 35,616 | 55% |
| Vision Insurance | 26,747 | 11,680 | 15,067 | 44% | - | 11,680 | 15,067 | 44% |
| Life Insurance | 110,000 | 43,596 | 66,404 | 40% | - | 43,596 | 66,404 | 40% |
| Medical & Dental Cash Rebate | 324,600 | 122,287 | 202,313 | 38% | - | 122,287 | 202,313 | 38% |
| Medicare Tax | 138,786 | 52,372 | 86,414 | 38% | - | 52,372 | 86,414 | 38% |
| Tuition Reimbursements | 5,000 | 1,000 | 4,000 | 20% | - | 1,000 | 4,000 | 20% |
| Bus Passes | 12,000 | 4,543 | 7,457 | 38% | - | 4,543 | 7,457 | 38% |
| Carpool Reimbursements | 4,000 | 1,610 | 2,390 | 40% | - | 1,610 | 2,390 | 40% |
| Bus Passes - Taxable | 63,000 | 26,905 | 36,095 | 43% | - | 26,905 | 36,095 | 43% |
| Workers Comp Insurance | 233,900 | 233,009 | 891 | 100% | - | 233,009 | 891 | 100% |
| Unemployment Insurance | 33,540 | 15,191 | 18,349 | 45% | _ | 15,191 | 18,349 | 45% |
| Deferred Comp Match | 76,500 | 7,635 | 68,865 | 10% | - | 7,635 | 68,865 | 10% |
| Benefit Administration Fees | 4,000 | 1,602 | 2,398 | 40% | - | 1,602 | 2,398 | 40% |
| _ | 3,717,103 | 1,804,466 | 1,912,637 | 49% | - | 1,804,466 | 1,912,637 | 49% |
| Other | | | | | | | | |
| Soft Match Contributions | 3,472,217 | 478,357 | 2,993,860 | 14% | 2,800,203 | 3,278,560 | 193,657 | 94% |
| Exp - Local cash | 550,000 | 0 | 550,000 | 0% | - | 0 | 550,000 | 0% |
| Reconcile to Burden | (124,264) | 0 | (124,264) | 0% | - | 00 | (124,264) | 0% |
| - | 3,897,953 | 478,357 | 3,419,596 | 12% | 2,800,203 | 3,278,560 | 619,393 | 84% |
| Grand totals: | 37,159,797 | 9,497,784 | 27,662,014 | 26% | 15,538,691 | 25,036,474 | 12,123,323 | 67% |

% of Budget Spent @ 50% of year



Budget v. Actual and Encumbrances General Fund Only Through December - 50% of Year

| | | Yr to Date Expenditures Thru | | Pct of | Encum- | YTD Expenditures Plus | | Pct of |
|-----------------------------------|-----------|------------------------------------|-----------|-----------|---------|-----------------------------|---------|-----------|
| | Budget | Dec | Balance | Bud | brances | Encumbrs | Balance | Bud |
| Staff | | | | | | | | |
| Salaries | 14,730 | 6,060 | 8,670 | 41% | | 6,060 | 8,670 | 41% |
| Fringe Burden | 8,716 | 4,590 | 4,126 | 53% | | 4,590 | 4,126 | 53% |
| Indirect Burden | 26,128 | 11,868 | 14,260 | 45% | - | 11,868 | 14,260 | 45% |
| Manoor Danasii | 49,574 | 22,518 | 27,056 | 45% | | 22,518 | 27,056 | 45% |
| Consultant / Professional Service | • | , | • | | | | | |
| SCAG Consultant | 292,980 | 106,909 | 186,071 | 36% | 174,491 | 281,400 | 11,580 | 96% |
| Legal Services | 200,000 | 37,678 | 162,322 | 19% | 90,734 | 128,413 | 71,588 | 64% |
| Professional Services | | · - | - | 0% | • | - | - | 0% |
| | 492,980 | 144,587 | 348,393 | 29% | 265,225 | 409,813 | 83,168 | 83% |
| Direct Costs | | | | | | | | |
| Payroll Bank Fees | - | 1,985 | (1,985) | 0% | - | 1,985 | (1,985) | 0% |
| Office Supplies | - | - | - | 0% | - | - | - | 0% |
| SCAG Memberships | 13,133 | 17,613 | (4,480) | 134% | · - | 17,613 | (4,480) | 134% |
| Capital Outlay | 44,000 | - | 44,000 | 0% | - | - | 44,000 | 0% |
| RC & Committee Meetings | 20,000 | 6,203 | 13,797 | 31% | 5,146 | 11,349 | 8,651 | 57% |
| RC Retreat | 15,000 | - | 15,000 | 0% | - | - | 15,000 | 0% |
| RC General Assembly | 15,000 | - | 15,000 | 0% | - | - | 15,000 | 0% |
| TRAINING | 25,000 | - | 25,000 | 0% | - | - | 25,000 | 0% |
| Other Meeting Expense | 26,000 | (78) | 26,078 | 0% | 900 | 822 | 25,178 | 3% |
| Miscellaneous | 46,636 | 23,725 | 22,911 | 51% | 3,870 | 27,596 | 19,040 | 59% |
| RC Meeting Stipends | 140,000 | 62,030 | 77,970 | 44% | - | 62,030 | 77,970 | 44% |
| Letter of Credit Interest | 100,000 | - | 100,000 | 0% | - | - | 100,000 | 0% - |
| Caltrans Rapid Pay Fees | 1,000 | 525 | 475 | 53% | - | 525 | 475 | 53% |
| Cash Contributions to Projects | 285,632 | 4,581 | 281,051 | 2% | - | 4,581 | 281,051 | 2% |
| Travel | 39,300 | 8,796 | 30,505 | 22% | - | 8,796 | 30,505 | 22% |
| Travel - Lod. > Per Diem | 5,000 | 1,562 | 3,438 | 31% | - | 1,562 | 3,438 | 31% |
| Travel - Event Registration | 3,000 | 665 | 2,335 | 22% | - | 665 | 2,335 | 22% |
| AMPO Board Expense | - | - | - | 0% | - | - | - | 0% |
| NARC BOARD EXPENSE | 3,000 | - | 3,000 | 0% | - | - | 3,000 | 0% |
| RC Special Projects | 18,000 | 13,905 | 4,095 | 77% | - | 13,905 | 4,095 | 77% |
| RC Sponsorships | 76,100 | 14,000 | 62,100 | 18% | 28,350 | 42,350 | 33,750 | 56% |
| | 875,801 | 155,512 | 720,290 | 18% | 38,266 | 193,779 | 682,023 | 22% |
| | | | | | | | | |
| Grand totals: | 1,418,355 | 322,617 | 1,095,739 | 23% | 303,491 | 626,110 | 792,247 | 44% |

| | | Accounts | Accounts Receivable | | | |
|---------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|-----------------------|------------------------------------------------------|
| Funding | Project | Reason for delay | Actions taken | Amount | Age | Prognosis |
| MTA/Caltrans | Commuter Access Project: Developed a subscriber-based real- time traffic information system. | After the billings were sent to MTA and the project was completed, they declined to reimburse stating that a required form should have been sent to Caltrans at the time of signing the agreement. They stated the payment of our billing was a Caltrans obligation because they are the direct funding source. | SCAG staff relied on representations from MTA staff that alternative funding was being sought to fund the project. However SCAG was notified in 2004 of MTA's intent to de-obligate the funding. SCAG was able to delay the funding. SCAG was able to delay the funding. SCAG was able to delay the drequest to Caltrans (11/09/04) to request them to administratively appeal our claim to the FHWA. Following further talks and additional documentation in a 05/31/05 letter, Caltrans did not file an appeal. Instead, they recommended a direct appeal for alternative funding from FTA. | | \$130,000 (1) 4 years | Doubtful collection. |
| /TA/Caltrans | Web-Accessible Vanpool Information System: Developed and implemented an a centralized vanpool database that contains lists of vanpools, vacancies and destinations. | See above | See above | \$101,000 | \$101,000 (1) 4 years | Doubtful collection. |
| SCRRA | Upgrade the Alternative Model Analysis of the Regional Travel Demand Model. | SCAG rejected the work of a sub- contractor and SCRRA has declined to pay their share of the upgrade until the model is completed. | SCAG modeling staff has negotiated with the contractor to satisfactorily correct the deficiencies at their own expense. Completion and collection is forecasted by year end. | \$37,059 | 17 months | Probable |
|) - Funds are | budgeted in this year's General fur | (1) - Funds are budgeted in this year's General fund budget to pay for these costs if our appeal is unsuccessful. | if our appeal is unsuccessful. | | | |
| San Gabriel Valley COG | Various OWP funded project work contracted and performed by the SGVCOG. | Payment will not be made until internal audit issues are resolved. | Resolution of the internal audit issues are continuing. | \$129,533 | 6 months | Payment is contingent on resolution of audit issues. |

| Week | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY |
|------|--------------------------|----------------------------|------------------------|------------------------------------------------------|-------------------------------|
| | | | | | |
| | July | | | | 1 |
| 5 | | | | | |
| | 4 | 5 | 6 | 7 | 8 |
| 4 | 4th of July | , | | RC MEETING | |
| | 11 | 12 | 13 | 14 | 15 |
| 3 | | | | | |
| | 18 | 19 | 20 | 21 | 22 |
| 2 | | | | } | |
| | 25 | 26 | 27 | 28 | 29 |
| | ~~ | | | discuss schedule & | 4th quarter progress |
| 31 | | | | priorities with subregions | report due to Caltrans |
| | | | | a di | - |
| _ | August 1 | 2 | 3 | 4 | 5 |
| | | management approves | distribute schedule | EXECUTIVE COMMITTEE | |
| 0 | | draft schedule | internally | EXECUTIVE COMMITTEE | |
| | 8 | 9 | 10 | 11 | 12 |
| | | | | draft schedule finalized for | |
| | | | | RC mailing; priorities / | |
| | | | | workshop material for | |
| | 1 | | | September RC; discuss | |
| | 1 | project selection criteria | | priorities / plan workshop | |
| 29 | | discussion | | for RC | |
| | 15 | 16 | 17 | 18 | 19 |
| | | project selection criteria | İ | | meet with Caltrans to |
| 28 | | discussion | | | discuss document forma |
| | 22 | 23 | 24 | 25 | 26 |
| | develop template for new | | | | |
| | document; hire access | | | | |
| | expert for database | | | discuss priorities with | |
| 27 | development | | | subregions | |
| | 29 | 30 | 31 | | |
| | | project selection criteria | 1 | | |
| 26 | | discussion | | | |
| , | | | | 4 | 2 |
| | September | | |]1 | 2 |
| | 1 | 1 | | DO MEETING OME | |
| | | | | RC MEETING - OWP | |
| | | | | schedule is approved; | |
| | | | | hold priorities workshop at RC; provide copies of | <u> </u> |
| | | | | comprehensive budget | staff to fill in draft projec |
| 26 | | | | Comprehensive budget | framework chart |
| 26 | 5 | 6 | 7 | 8 | 9 |
| | ٦ | project framework/ | [| | Ī |
| 25 | Labor Day | priorities discussion | priorities are drafted | • | |
| 20 | 12 | 13 | 14 | 15 | 16 |
| | 14 | Caltrans 4th quarter | · | | |
| | | progress report meeting | | | |
| | | project framework & | | | |
| 24 | | project framework & | | | |
| 24 | 19 | 20 | 21 | 22 | 23 |
| | directors & managers | 1-0 | [~' | discuss priorities & project | |
| | meeting on framework & | project framework | memo for October RC on | selection criteria with | complete creation of |
| 23 | criteria | finalized | priorities | subregions | database |
| 23 | 26 | 27 | 28 | 29 | 30 |
| 1 | 20 | -' | | | |
| 22 | | | | | |
| 1 | | <u> </u> | | <u> </u> | <u> </u> |

management deadlines

required deadlines

RC agenda schedule RC MEETINGS

1/17/2006

| Week | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY |
|-------------|-----------------------------------------------|------------------------------|---------------------------|------------------------------------------|--------------------------|
| | 0-4-62 | A | E | 6 | 7 |
| | October 3 | 4 | 5 complete test run of | U | • |
| 21 | progress reports due | | database | | |
| | 10 | 11 | 12 | 13 | 14 |
| | | | | | |
| | <u>RC MEETING</u> - | | subregional OWP training; | hold meetings with each | |
| | Approves Final Priorities | subregional & staff projects | SCAG staff & subregional | subregion on proposals (Oct 13 - Nov 11) | |
| 20 | 17 | requested 18 | scope writing training | | 21 |
| |]17 | 10 | internal project | | |
| 19 | | | development training | | |
| | 24 | 25 | 26 | 27 | 28 |
| | directors & managers | | | Sub-Regional Coordinators | |
| | meeting to review project | | | meeting | |
| 18 | concepts/budget | | | | |
| ĺ | 31 | | | | |
| | 1st quarter progress | | • | | |
| 17 | report due to Caltrans | | 250 | | |
| | November | 1 | 2 | 3 | 4 |
| | | preliminary fund estimates | | RC MEETING | |
| 17 | · | from Caltrans | | | |
| | 7 | 8 | 9 | 10 | 11 |
| 16 | | | | | |
| | 14 | 15 | 16 | 17 | 18 |
| | subregional & staff | | | | |
| 15 | project proposal write- ups due by 5:00 PM | | | | |
| 15 | 21 | 22 | 23 | 24 | 25 |
| l | managers meeting to | | | ļ ⁻ . | |
| 14 | discuss proposals | | | Thanksgiving | Thanksgiving |
| | 28 | 29 | 30 | | |
| 1 | managers meeting to | 1st review of project | develop staff hours | | |
| 13 | finalize proposals | proposals | calculations | | |
| | December | | | 1 | 2 |
| 1 | D 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | | | RC MEETING | |
| 13 | | | 7 | 8 | 9 |
| | 5 | 6 final review of project | 7 | 0 | ٦ |
| 12 | | proposals | | | |
| | 12 | 13 | 14 | 15 | 16 |
| 1 | | | | | |
| 11 | | | | | |
| | 19 | 20 | 21 | 22 | 23 |
| 10 | | | | project selection completed | |
| 10 | 26 | 27 | 28 | 29 | 30 |
| | 20 | -' | | | write prospectus; gather |
| | | | | | planning programs from |
| 9 | Christmas | | | finalize all OWP write-ups | other agencies |

management deadlines

required deadlines

RC agenda schedule

RC MEETINGS

| Week | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY |
|-------------|----------------------------|------------------------|------------------------|---------------------------------------|---------------------------------------------------------|
| | | | | | |
| | January 2 | 3 | 4 | 5 | 6 |
| | 1 | | | | progress reports due |
| 8 | News Years Day | 10 | 11 | | progress reports due 13 |
| | 9 | 10 | '' | 12 | |
| 1 | | | | | enter all information into |
| | | | | | SAP, develop all financial |
| | | | | | reports; gather list & create forms for all grant apps; |
| | | | | | draft resolution; gather all |
| [| | | | | certifications for signature; |
| 7 | | 47 | 18 | 19 | create staff allocation chart 20 |
| 6 | 16 | 17 | 10 | וש | |
| 6 | Martin Luther King Day 23 | 24 | 25 | 26 | 27 |
| 5 | OWP document drafted | | | | |
| <u> </u> | 30 | 31 | | | |
| | | 2nd quarter progress | | | |
| 4 | | report due to Caltrans | | | |
| | February | | 1 | 2 | 3 |
| | , | | | | |
| | | | | RC MEETING - Budget | review and edit document as needed; develop |
| | | | | study session on | presentation for Admin & |
| 1 | | | | proposed budget | RC; create summary |
| 4 | | | | | document for Admin & RC |
| | 6 | 7 | 8 | graft OWP finalized for RC | 10 |
| 3 | | | | mailing | |
| - | 13 | 14 | 15 | 16 | 17 |
| 2 | | | draft OWP printing | | RC mailing |
| 1. | 20 | 21 | 22 | 23 | 24 |
| 1 | Presidents Day | 28 | | | |
| 0 | 27 | ICAP to Caltrans | | | |
| 0 | | iora to canada | | | |
| | March | | 1 | 2 | 3 |
| 1 | | | | RC MEETING - Approve | |
| | | | | release of Draft OWP for | |
| | | | | comment; document released for public | |
| | | | draft document sent to | comment | |
| 0 | | - | Caltrans per Handbook | 9 | 10 |
| | 6 | 7 | 8 | 3 | '0 |
| <u> </u> | 13 | 14 | 15 | 16 | 17 |
| 2 | '3 | ' ' | | | |
| - | 20 | 21 | 22 | 23 | 24 |
| 3 | | | | | |
| | 27 | 28 | 29 | 30 | 31 |
| _1 | | | | | public comment period closes |
| 4 | | | 1 | | |

management deadlines
required deadlines

RC agenda schedule RC MEETINGS

| Week | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY |
|----------|--------------------------------------------------------|------------------------------------------|-------------------------------------------|---------------------------------------|-------------------------------------------------------------------------|
| | | | 1. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. | | |
| 5 | April 3 progress reports due | mgmt decides what changes should be made | 5 | 6 RC MEETING | 7 modify document based on comments; Comments are responded to |
| 6 | 10 | 11 | 12 | 13 | 14 finalize OWP based on comments |
| 7 | 17 | 18 | 19 print final OWP for RC mailing | 20 IPG meeting (tentative) | 21 mail to RC |
| 8 | 24 | 25 | 26 | 27 | 28 3rd quarter progress report due to Caltrans |
| <u> </u> | | | | | |
| 9 | May 1 <u>submit final OWP to</u> Caltrans per Handbook | 2 | 3 | 4 RC MEETING - Approval of final OWP | 5 |
| 10 | 8 | 9 | 10 | 11 | 12 |
| 11 | 15 | 16 | 17 | 18 | 19 |
| 12 | 22 | 23 | 24 | 25 | 26 |
| 13 | 29 Memorial Day | 30 | 31 | | |
| | June | | d | 1 Caltrans submits approval of OWP to | 2 |
| 13 | 5 | 6 | 7 | FHWA 8 | 9 |
| 14 | 12 | 13 | 14 | 15 | 16 |
| 15 | 19 | 20 | 21 | 22 | 23 |
| 16 | 26 | 27 | 28 | 29 | 30 FHWA provides approval to Caltrans; Caltrans approves OWP |

management deadlines

required deadlines

RC agenda schedule

RC MEETINGS

February 2, 2006 DATE:

Administration Committee and Regional Council TO:

Bert Becker, Interim CFO, (213) 236-1804, becker@scag.ca.gov

Subregional Audit Workplan FROM:

SUBJECT:

SUMMARY:

As part of SCAG's fiduciary responsibilities it has begun a program of audits of the subregions. This program was begun at the direction of the Audit Committee with the intent of completing the audits by the end of this fiscal year. The audits are to be performed in coordination with Caltrans Audit Division in order to avoid duplication of work, minimize disruption of the subregions' work load, and complete them sooner. Copies of the original and modified (as modified by the Audit Committee in November 2005) Internal Audit Work plan and a schedule of subregions to be audited, in order of priority, are attached.

BACKGROUND:

At their January 5, 2006 meeting the Regional Council requested that staff place on the agenda for their February meeting a discussion of who should be conducting subregional Overall Work Program (OWP) audits. At the January 12, 2006 meeting of the Audit Committee staff provided a report regarding the work plan associated with conducting subregional audits, including the scope, parameters and relationship of work anticipated to be undertaken by Caltrans Audit Division and SCAG staff. The Audit Committee requested that staff clarify portions of that report and submit it to the Regional Council.

There are four types of audits which are generally applicable to the subregions. For ease of understanding they can be categorized as 1) OWP audits; 2) Indirect Cost Allocation Plan (ICAP) audits; 3) Other (e.g., Local Assistance) audits; and 4) Preaward audits.

1) OWP Audits

The plan, as approved by the Audit Committee in November 2005 and reaffirmed in December 2005, was to conduct audits of the subregions for projects wholly, or in part, funded by SCAG through the OWP during three fiscal years, 2002-03 through 2004-05. The Committee expressed their desire to complete these audits by June 30, 2006.

2) ICAP Audits

When an agency desires to collect payments for their indirect costs as part of a grant program administered through Caltrans they must submit an Indirect Cost Allocation Plan request to Caltrans. Caltrans must approve this request and conduct an audit of the recipient to verify the rate to be charged. This allows the recipient to collect monies spent on overhead (generally administrative costs) in addition to reimbursement for direct grant eligible program costs. SCAG allows the subregions to collect indirect costs provided that they have an ICAP approved by a "cognizant agency", which, in the case of the subregions, is usually Caltrans. The decision to collect indirect costs is up to each subregion but it does require approval of the ICAP by Caltrans and subjects the subregion to an audit conducted by Caltrans.



3) "Other" Audits

The third type of audits are designated for these purposes as "Other" audits. They generally are associated with the collection of other (non Consolidated Planning Grant) monies by the subregion such as Local Assistance funds. Some of the subregions collect a variety of grant monies and are subject to audit by the granting agency. Often these other monies come through Caltrans and are subject to audit by Caltrans.

4) Preaward Audits

A fourth type of audit would be a "Preaward Audit" that is done before awarding contracts that are \$250,000 or more. These audits are conducted on vendors by either SCAG or Caltrans (depending on workload).

All of these audits, whether conducted by SCAG's Internal Auditor or Caltrans auditors, are conducted in accordance with the standards presented in the Government Accountability Office's (GAO) Government Auditing Standards ("Yellow Book") and the standards for interim audits established by Caltrans Audits and Investigations. Because of these standards and guidelines, SCAG and Caltrans conduct, and would continue to conduct, audits in a consistent manner.

OWP audits and ICAP audits are very similar in nature. Both types involve a review of: a) the accounting system to insure that financial data is recorded and reported in accordance with generally accepted accounting principles; b) internal controls; c) the labor charging system to substantiate the direct and indirect labor rates; d) the system of segregating direct and indirect costs; and, e) the recognition and segregation of costs that are unallowable for government contracts.

It is important to note that an OWP audit essentially includes the audit steps of an ICAP audit. Where they differ is that an OWP audit examines employee labor rates and invoices associated with a specific project(s) and an ICAP audit looks at indirect costs in greater detail. Because of the similarity of the information audited in both types of audits an agency that received a "clean" ICAP audit would normally expect they would also receive a "clean" OWP audit. Conversely, if it were discovered during the course of an ICAP audit that there were problems with the accounting for costs or record keeping it could be assumed that these same problems would surface during an OWP audit. But no matter which agency conducts an OWP audit it would be looking at the same things and any findings have the same impact, whether positive or negative, as long as it meets appropriate audit standards.

The SCAG Internal Auditor has completed OWP audits of two subregions, the City of Los Angeles and the Orange County Council of Governments (OCCOG). He is currently working on an OWP audit of the San Gabriel Valley Council of Governments (SGVCOG). During the course of the SCAG OWP audit of OCCOG, Caltrans was also doing a preaward audit at that agency. In addition, SCAG was about to begin an OWP audit at Gateway Cities Council of Governments (GCCOG) when it was discovered that Caltrans was also doing an ICAP audit there. It became apparent to both Caltrans Audit and the SCAG Internal Auditor that by working cooperatively, redundancy and overlap could be avoided. This would benefit the subregions by not having to deal with multiple audits from multiple agencies and it would benefit SCAG and Caltrans by maximizing the use of staff and minimizing the time necessary to complete all of the subregional audits. This information was discussed with the Audit Committee at their December 2005 meeting.



Generally, the basic strategy that had been discussed at the Audit Committee with Caltrans is for Caltrans to complete an OWP audit for any subregion that requires an ICAP or "Other" audit (it should be noted that SCAG has no control over when or why Caltrans conducts an ICAP or "Other" audit). SCAG would conduct OWP audits on the remaining subregions. This strategy would vary somewhat based on staff availability or necessity. At this point in our discussions it appears that Caltrans would conduct an OWP audit at GCCOG since they have recently undertaken an ICAP audit of that agency. The SCAG Internal Auditor will be completing the audit at SGVCOG and begin an OWP audit at South Bay Cities Council of Governments. After coordinating with Caltrans over who will perform each of the remaining subregional audits, the intent is to complete most, if not all, of the subregional audits by the end of the fiscal year. The plan is to complete the remaining OWP audits in descending order based on billings to SCAG from the subregions over the last three fiscal years. It is possible that a recently completed audit of a subregion by another agency, including Caltrans, could possibly be used as input into our audit of the subregion and could reduce the amount of data collection required.

Finally, it is important to remember that Caltrans serves as SCAG's funding agency and the Federal Department of Transportation (DOT) has granted them the administrative oversight of all of our activities. This means that any activity that SCAG undertakes is subject to Caltrans review, including auditing at any time, at their discretion. SCAG, as the recipient of Federal and/or State funds, has a fiduciary responsibility for adherence to all the rules and regulations that come with those funds. When SCAG passes these funds to subregions or others, those organizations take on similar responsibilities. In the case of the subregions, this information is clearly presented in the Continuing Cooperative Agreement signed by each subregion and SCAG.

Attachments: Original Internal Auditor Workplan

Modified Internal Auditor Workplan List of Subregions to be audited



Memorandum

Date: November 1, 2005

To: Sid Tyler, Chairman, Audit and Best Practices Subcommittee

To: Heather Copp, CFO

From: Richard Howard. Internal Auditor

Subject: Proposed Internal Audit Plan for Fiscal Year 2005-2006

The following is proposed for the Internal Audit Plan for this fiscal year. Total is 1,720 hours.

1. Prepare the Request For Proposal (RFP) for the annual external financial audit for the fiscal year ended June 30, 2006 and participate in selection of a new audit firm.

Estimate of Hours 160 Completion Date-April 2006

2. Conduct audits of the subregions for compliance with SCAG, State and Federal policies and procedures.

Estimate of Hours 740 Completion Date-June 2006

3. Conduct pre-award audits of contracts over \$250,000 to insure that contractors are proposing costs that are reasonable, allowable and in accordance with Federal Acquisition Regulations and OMB Circulars and Regulations.

Estimate of Hours 400 Completion Date-June 2006

4. Coordinate the Caltrans audit, the annual external financial audit and any other external audits during the fiscal year.

Estimate of Hours 160 Completion Date-March 2006

5. Review the internal controls associated with the SAP accounting system to insure the integrity of the SCAG financial records.

Estimate of Hours 160 Completion Date-June 2006

6. Conduct internal audits of selected SCAG program areas to insure compliance with policies and procedures.

Estimate of Hours 100 Completion Date-May 2006

Memorandum

Date: January 12, 2006

To: Sid Tyler, Chairman, Audit and Best Practices Subcommittee

To: Bert Becker, Interim CFO

From: Richard Howard. Internal Auditor

Subject: Modified Internal Audit Workplan for Fiscal Year 2005-2006

The following is the modified Internal Audit Workplan for this fiscal year, based on the Committee's recommendation. Hours total 1,720.

I. Conduct audits of the subregions for compliance with SCAG, State and Federal policies and procedures.

Estimate of Hours 920 Completion Date-June 2006

2. Conduct pre-award audits of contracts over \$250,000 to insure that contractors are proposing costs that are reasonable, allowable and in accordance with Federal Acquisition Regulations and OMB Circulars and Regulations.

Estimate of Hours 360 Completion Date-June 2006

3. Coordinate the Caltrans audit, the annual external financial audit and any other external audits during the fiscal year.

Estimate of Hours 160 Completion Date-March 2006

4. Prepare the Request For Proposal (RFP) for the annual external financial audit for the fiscal year ended June 30, 2006 and participate in selection of a new audit firm.

Estimate of Hours 120 Completion Date-April 2006

5. Review the internal controls associated with the SAP accounting system to insure the integrity of the SCAG financial records.

Estimate of Hours 80 Completion Date-June 2006

6. Conduct internal audits of selected SCAG program areas to insure compliance with policies and procedures.

Estimate of Hours 80 Completion Date-May 2006

Southern California Association of Governments List of Subregions To Be Audited In Order of Billings – 2002 to 2005

Subregion

Western Riverside Council of Governments (WRCOG) * Gateway Cities Council of Governments (GCCOG) * San Bernardino Associated Governments (SANBAG) * Ventura Council of Governments (VCOG) *

Also Including:

Ventura County

Ventura County Transportation Commission

Coachella Valley Association of Governments (CVAG)
South Bay Cities Council of Governments (SBCCOG)
Imperial Valley Association of Governments (IVAG)
North Los Angeles County
Arroyo Verdugo Cities
Las Virgenes Malibu Conejo Council of Governments (LVMCCOG)
Westside Cities

Audits Completed or in Progress:

City of Los Angeles Orange County Council of Governments (OCCOG) San Gabriel Valley Council of Governments (SGVCOG)

^{*}Subregions that have, or are planning to have, an Indirect Cost (IC) Plan.

DATE:

February 2, 2006

TO:

Regional Council

FROM:

Don Rhodes (x840)

SUBJECT:

2006 Southern California Consensus Program

SUMMARY:

The 2006 Southern California Consensus Program is scheduled for February 7th and 8th in Washington, D.C. Representatives from all six County Transportation Commissions will be participating in the trip, which will focus mainly on goods movement and on seeking a united voice from our Congressional delegation.

Meetings will begin at 9am on Tuesday, February 7th with an orientation for participants and an open Congressional staff meeting, where we hope to have representatives from each delegate's office. We will be participating in meetings with USDOT and other federal agencies in the afternoon. On Wednesday, February 8th we will focus our efforts on Capitol Hill. Congressional office visits are being scheduled throughout the day on the 8th.

This year we will be sending an exciting and visual message through images, high quality handouts and a model freight truck containing the message "Congressional Convoy: Faster Freight, Cleaner Air". We hope to grab their attention and focus them on the needs of goods movement in southern California. We will also be discussing the upcoming reauthorization of SAFETEA-LU and the need to continue allowing innovative finance tools and funding equity for states and regions.

BACKGROUND:

SCAG has hosted several consensus trips in the past few years. We are continuing that tradition in 2006.



REPORT

DATE:

February 2, 2005

TO:

Regional Council Members

FROM:

Don Rhodes (x840)

SUBJECT:

Letter of Support for federal appropriations requests for projects in the RTP

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:

Approve support letters from SCAG, as requested, for any federal appropriations request for projects contained in the Regional Transportation Plan

SUMMARY:

Local agencies throughout the SCAG region submit appropriations requests to Congress every year for projects in their areas. In submitting these requests, agencies are asked to identify if the project is included in the state, regional, county, or metropolitan transportation improvement program. SCAG often gets requests for support of these projects and has fulfilled these requests if the projects are contained in the Regional Transportation Plan. During the fiscal year 2006/2007 federal appropriations cycle, we would like to continue writing letters of support for appropriations requests for projects that are contained in the RTP.

BACKGROUND:

FISCAL IMPACT:

None



REPORT

DATE:

February 2, 2006

TO:

Energy and Environment Committee

Regional Council

FROM:

Jessica Kirchner, Associate Regional Planner, kirchner@scag.ca.gov, (213)236-1983

SUBJECT:

Conformity Finding for the Fine Particle Standard

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:

Approve the Transportation Air Quality Conformity Determination for the Fine Particle standard for the 2004 RTP and 2004 RTIP and recommend to the Regional Council to adopt Resolution 06-471-2.

(Regional Council action: to adopt Resolution 06-471-2)

SUMMARY:

The EEC released the Draft Fine Particle (PM2.5) Conformity Determination for public review and comment on November 22, 2005. The public comment period closed on January 5, 2006. A public hearing was held at SCAG on January 5, 2006. SCAG did not receive any public comments on the Draft Conformity Determination.

BACKGROUND:

The fine particle standard is a new federal health-based standard for particulate pollution that is 2.5 microns or smaller (particulate matter (PM2.5)). This new regulation requires the Southern California Association of Governments (SCAG) to receive approval from the United States Department of Transportation (USDOT) on SCAG's conformity determination on the 2004 Regional Transportation Plan (RTP) and the 2004 Regional Transportation Improvement Program (RTIP) by April 5, 2006 or the region risks a conformity lapse. Non-attainment area designations for the new fine particle standard became effective on April 5, 2005, and an approved conformity determination is required by April 5, 2006, one year after the effective date. A conformity determination consists of regional emissions analyses, financial constraint test, timely implementation of Transportation Control Measures (TCMs), the use of the latest planning assumptions, appropriate documentation of findings, interagency consultation, and public involvement. The Fine Particle conformity determination reaffirms all of the applicable conformity findings for the 2004 RTP and 2004 RTIP and addresses additional analyses required for the new Fine Particle standard.

FISCAL IMPACT:

Funds for air quality and conformity analysis are included in the FY 05/06 Overall Work Program.



Doc#117754

RESOLUTION No. 06-471-2

RESOLUTION OF

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
TO ADOPT THE CONFORMITY DETERMINATION FOR THE FINE
PARTICULE (2.5) STANDARD FOR THE 2004 REGIONAL
TRANSPORTATION PLAN AND THE 2004 REGIONAL TRANSPORTATION
IMPROVEMENT PROGRAM

WHEREAS, the Southern California Association of Governments (SCAG) is the federally designated Metropolitan Planning Organization (MPO) pursuant to 23 U.S.C. §134(d) for the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura, and as such, is responsible for the preparation, adoption and regular revision of the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP) pursuant to 23 U.S.C. §134 et seq. 49 U.S.C. §5303 et seq. and 23 C.F.R. §450.312;

WHEREAS, SCAG is the designated Regional Transportation Planning Agency (RTPA) under state law, and as such, is responsible for preparation of both the RTP and RTIP under California Government Code §§ 65080 and 65082 respectively;

WHEREAS, 42 U.S.C. § 7506(c)(1) requires SCAG's 2004 RTP and 2004 RTIP to conform with the applicable State Implementation Plan (SIPs) developed for the federal non-attainment and maintenance areas in the Mojave Desert Air Basin, the Ventura County portion of the South Central Coast Air Basin, the South Coast Air Basin, and the Salton Sea Air Basin;

WHEREAS, SCAG, as the designated MPO, is required to comply with Sections 174 and 176(c) and (d) of the Clean Air Act [42 U.S.C. §§ 7504, 7506(c) and (d)];

WHEREAS, 23 U.S.C. \$134(j)(2)(C) and 23 C.F.R. \$450.324(f)(2) requires the 2004 RTIP to be consistent with the 2004 RTP;

WHEREAS, 23 U.S.C. § 134 (c)(3) and 23 C.F.R. § 450.312 require SCAG, as the designated MPO, to maintain a continuing, cooperative and comprehensive transportation planning process in its development of the RTP and RTIP;

WHEREAS, SCAG has worked concurrently with local, state and federal jurisdictions in a continuing, cooperative and comprehensive manner as required by provisions of Federal and State law on the transportation planning processes;

WHEREAS, federal regulations at 23 C.F.R. § 450.332(e) require that in non-attainment and maintenance areas, funding priority be given to timely implementation of Transportation Control Measures (TCMs) contained in the applicable SIPs in accordance with the conformity regulations at 40 CFR Parts 51 and 93;

WHEREAS, non-attainment area designations for the new fine particle (PM2.5) standard became effective on April 5, 2005, and an approved conformity determination is required one year after the effective date;

WHEREAS, new federal conformity regulation for PM2.5 requires the Southern California Association of Governments (SCAG) to receive approval from the United States Department of Transportation (US DOT) on SCAG's conformity determination by April 5, 2006;

WHEREAS, fine particle (PM2.5) non-attainment area in the SCAG region includes only the South Coast Air Basin (SCAB);

WHEREAS, the Southern California Transportation Conformity Working Group (TCWG) and the Energy and Environment Committee developed an efficient process to obtain an approved PM2.5 conformity determination for the 2004 RTP and RTIP;

WHEREAS, the PM2.5 conformity determination entails reaffirming previously approved analyses and findings for the 2004 RTP and 2004 RTIP;

WHEREAS, the conformity rule interim emissions test, known as *less than baseline year*, requires demonstration that implementing the 2004 RTP and the 2004 RTIP is not projected to increase emissions of fine particles (PM2.5) in future years above the emissions in the baseline year 2002.

WHEREAS, the Draft Conformity Determination for the PM2.5 Standard was available for public review and comment from November 22, 2005 to January 5, 2006;

WHEREAS, a public hearing was conducted at the Southern California Association of Governments on January 5, 2006;

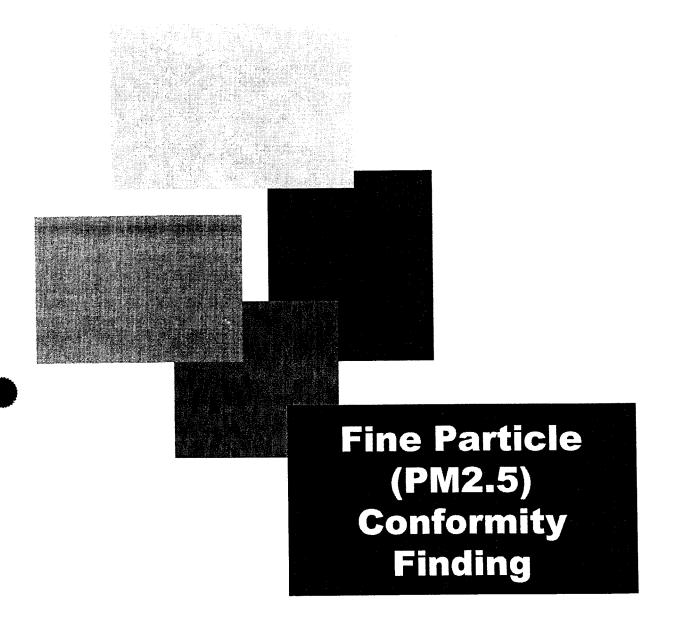
NOW, THEREFORE BE IT RESOLVED that

- (1) Southern California Association of Governments finds as follows:
 - (a) SCAG's 2004 RTP/RTIP regional emissions (build scenario) for direct PM2.5 emissions and PM2.5 precursors are less than the no-build emissions for the South Coast Air Basin;
 - (b) The conformity findings for both the 2004 RTP and the 2004 RTIP are reaffirmed for all applicable pollutants, including regional emissions analyses, financial constraint test, timely implementation of Transportation Control Measures (TCMs) report, applying the use of the latest planning assumptions and the latest approved emissions model, reaffirming consistency between the adopted 2004 RTIP and the adopted 2004 RTP, and reaffirming the process for interagency consultation and public participation;
 - (c) In addition to reaffirming the already conducted public involvement and interagency consultation test for the 2004 RTP/RTIP, the PM2.5 conformity underwent the appropriate process for interagency consultation and public participation;

(2) The Regional Council hereby adopts the conformity findings for all federal non-attainment and maintenance areas in the SCAG region, and authorizes the Executive Director or his designee to transmit the Conformity Determination for the PM2.5 Standard for the 2004 RTP and the 2004 RTIP to the Federal Transit Administration and the Federal Highway Administration to make the final conformity determination in accordance with the Federal Clean Air Act and EPA Transportation Conformity Rule at 40 CFR Parts 51 and 93.

Adopted by the Regional Council of the Southern California Association of Governments at a regular meeting on this 2nd day of February 2006.

| TONI YOUNG | |
|------------------------|----------------|
| 101.11001.0 | |
| President, SCAG | |
| Councilmember, City o | f Port Hueneme |
| | |
| Attest: | A |
| MARK PISAN | O |
| Executive Direct | ctor |
| Approved as to Legal F | orm: |
| | KAREN TACHIKI |
| | Legal Counsel |



I. PREFACE

This conformity report covers all federally required analyses for the Fine Particle (PM_{2.5}) conformity determination for the 2004 Regional Transportation Plan (RTP) and 2004 Regional Transportation Improvement Program (RTIP). A conformity determination consists of regional emissions analyses, financial constraint test, timely implementation of Transportation Control Measures (TCMs), the use of the latest planning assumptions, appropriate documentation of findings, interagency consultation, and public involvement. The Fine Particle conformity determination reaffirms all of the applicable conformity findings for the 2004 RTP and 2004 RTIP and addresses additional analyses required for the new Fine Particle standard. Additionally, per 40 CFR 93.122(g), the conformity determination relies on the previous regional emissions analyses as developed for the RTIP/RTP for NO2, CO and PM10 and for the 8-hour Ozone conformity determination approved by US Department of Transportation on May 12, 2005.

The Fine Particle standard is a new federal health-based standard for particulate pollution that is 2.5 microns or smaller (particulate matter (PM_{2.5})). This new regulation requires the Southern California Association of Governments (SCAG) to receive approval from the United States Department of Transportation (US DOT) on SCAG's conformity determination on the 2004 Regional Transportation Plan (RTP) and the 2004 Regional Transportation Improvement Program (RTIP) by April 5, 2006 or the region risks a conformity lapse. Non-attainment area designations for the new fine particle (PM_{2.5}) standard became effective on April 5, 2005, and an approved conformity determination is required by April 5, 2006, one year after the effective date.

Conformity Status of Adopted RTP and RTIP

The adopted 2004 RTP and 2004 RTIP conform to the air quality goals established by the State (air quality) Implementation Plan (SIP). Specifically, the 2004 RTP and RTIP will 1) not create new violations of the federal air quality standards, 2) not increase the frequency or severity of existing violations of the standards, and 3) not delay attainment of the standards.

The effective date for the conformity determination for the adopted 2004 RTP, including all of the air basins, is June 7, 2004, and the effective date of the federal conformity determination for the 2004 RTIP is October 4, 2004. The conformity determination for the adopted RTP is currently effective for three years; thus, the RTP conformity will remain effective until June 7, 2007. The conformity determination for the adopted RTIP is currently effective for two years; thus, the RTIP conformity will remain effective until October 4, 2006.

The Fine Particle conformity determination does not affect the existing conformity schedule for the RTP or RTIP. However, the new federal conformity regulation for PM_{2.5} requires the Southern California Association of Governments (SCAG) to make a positive conformity determination and receive approval from the United States Department of Transportation (US DOT) by April 5, 2006 or the region's conformity will lapse.

The Southern California Transportation Conformity Working Group (TCWG) discussed an efficient process to obtain an approved PM_{2.5} conformity determination for the 2004 RTP and RTIP (August 23, 2005 http://www.scag.ca.gov/tcwg/), and staff presented this process to the SCAG Energy and Environment Committee on September 1, 2005. This process entails reaffirming previously approved air quality conformity analyses and findings for the 2004 RTP and 2004 RTIP and addressing additional analyses required by the new Fine Particle standard. This approach parallels the process for the 8-hour ozone conformity determination.

Proposed process for Fine Particle conformity determination on the 2004 RTP and RTIP:

- 1. Conduct ongoing public participation and interagency consultation throughout the process.
- 2. Perform regional emission analysis. PM_{2.5} is a new air quality standard with no established emission budgets, and requires an *interim emissions test*. The interim emissions test requires SCAG to demonstrate that implementing the 2004 RTP and the 2004 RTIP is not expected to cause PM_{2.5} emissions to exceed emissions in year 2002. This PM_{2.5} conformity determination includes regional emissions analysis for direct PM_{2.5} emissions and NOx as a PM_{2.5} precursor. The modeling years are the 2002 baseline year and 2010, 2020, and 2030.
- 3. Reaffirm the existing conformity findings for the 2004 RTP and 2004 RTIP.
- 4. Release the draft conformity analyses and documentation for the new PM_{2.5} standard in November 2005 for a public comment period.
- 5. Hold a public hearing in January 2006.
- 6. Adopt the resolution making the final conformity determination in February 2006.
- 7. Send SCAG's Conformity Determination to the federal agencies for approval.
- 8. Approval by federal agencies before April 5, 2006.

Reaffirming approved conformity findings for NO2, Ozone, PM_{10} , and CO:

The fine particle conformity determination includes a reaffirmation of the approved conformity findings for both the 2004 RTP and the 2004 RTIP. This reaffirmation includes regional emissions analyses, financial constraint test, timely implementation of Transportation Control Measures (TCMs) report, the use of the latest planning assumptions and the latest approved emissions model, and the appropriate documentation of findings, including reaffirming the process for interagency consultation and public participation.

II. FINE PARTICLE (PM_{2.5}) CONFORMITY REQUIREMENTS

Introduction

The Southern California Association of Governments (SCAG), the Metropolitan Planning Organization (MPO) for Southern California, is mandated to comply with all applicable federal and state transportation and air quality regulations. As stated above, the new federal conformity regulation for fine particles (PM_{2.5}) requires SCAG to receive approval from the United States Department of Transportation (US DOT) on SCAG's conformity determination by April 5, 2006. Non-attainment area designations for the new for fine particle (PM_{2.5}) standard became effective on April 5, 2005, and an approved conformity determination is required one year after

the effective date. If US DOT does not approve SCAG's determination by April 5, 2006, then the region's conformity will lapse.

Fine Particle (PM_{2.5}) Non-attainment Area

The South Coast Air Basin is the only PM_{2.5} non-attainment area in the SCAG Region and is illustrated in the map attached at the end of this report.

Table 1: SCAG Region – Fine Particle (PM_{2.5}) Non-attainment Area

| Non-attainment Area | Maximum Attainment Date |
|-----------------------|------------------------------------------|
| South Coast Air Basin | 2010 with a possible 5 year extension to |
| (SCAB) | 2015 |

Interim Emissions Test for Fine Particle (PM_{2.5})

Fine particulate matter (PM_{2.5}) is a new air quality standard, and requires an interim emissions test. An interim emissions test is required before new emissions budgets, which establish the maximum allowable level of specific emissions for particular future years, are developed as part of the PM_{2.5} Air Quality Management Plan/State Implementation Plan (SIP). The interim emissions test for PM_{2.5} requires SCAG to run the regional transportation model and the state emissions model (Burden/EMFAC2002) for the year 2002 and for future milestone years, including 2010, 2020, and 2030. The interim emissions test employed for this PM_{2.5} conformity determination is called the *baseline year test*, which entails comparing PM_{2.5} emissions modeled for future milestone years to PM_{2.5} emissions in baseline year 2002. In order to pass the baseline year test, SCAG is required to demonstrate that implementing the 2004 RTP and the 2004 RTIP is not projected to increase emissions of fine particles (PM_{2.5}) in future years above the emissions in the baseline year 2002.

The final PM_{2.5} rule requires PM_{2.5} non-attainment areas to consider both direct PM_{2.5} emissions and significant precursor emissions. The final federal PM_{2.5} rule adds PM_{2.5} precursors, such as nitrogen oxides (NOx), to the transportation conformity regulations because these gases react and cool to form fine particles. Prior to the submission of the proposed PM_{2.5} State Implementation Plan (SIP/Air Quality Management Plan), direct PM_{2.5} emissions and NOx emissions must be considered in PM_{2.5} conformity determinations. For this initial PM_{2.5} conformity determination, no federal significance findings have been made to add any additional PM_{2.5} precursors, although additional PM_{2.5} precursors may be required for future conformity determinations after a PM_{2.5} State Implementation Plan has been submitted to US EPA, if additional PM_{2.5} precursors are determined to be important contributors to PM_{2.5} problems in the South Coast Air Basin.

Summary of the 2004 RTP and 2004 RTIP Regional Emissions Analyses for PM_{2.5}

- Emissions for the PM2.5 conformity determination were calculated using the annual output from the EMFAC2002 emissions model. Annual emissions were calculated by multiplying daily emissions by 365. Emissions output is shown in the Appendix at the end of this report.
- ➤ Baseline emissions for the year 2002 were calculated by constructing a network for 2002 and interpolating socioeconomic data.
- Future year emissions (2010, 2020 and 2030) were taken from the 2004 RTP/RTIP.
- ➤ To pass the baseline year interim regional emissions test for the conformity finding, projected direct PM_{2.5} emissions and NOx emissions must be less than or equal to direct PM_{2.5} emissions and the NOx emissions in the baseline year 2002.
- ➤ Planning assumptions are documented in Appendix E of the 2004 RTP (p. E-28-E-42) and Technical Appendix Section II of the 2004 RTIP (p. II-5-II-17).
 - * EMFAC 2002 was used for Regional Emissions Analysis.
 - * Modeling networks for each milestone year are based on projects and completion dates included in Appendix I of the 2004 RTP and Technical Appendix Section II of the 2004 RTIP (beginning on p. II-60).

A summary of the regional emissions analysis (conformity findings) is tabulated below. Additional emissions data is provided in the Appendix at the end of this document.

24-hour PM_{2.5} Standard for South Coast Air Basin (SCAB)*

| | Pollutant | 2010 | 2020 | 2030 |
|-------------------|--------------------|--------|--------|--------|
| PM _{2.5} | Baseyear emissions | 13.27 | 13.27 | 13.27 |
| | 2004 RTP/RTIP | 12.49 | 12.06 | 12.72 |
| NO _x | Baseyear emissions | 715.34 | 715.34 | 715.34 |
| | 2004 RTP/RTIP | 417.99 | 192.74 | 125.75 |

Regional emissions generated using EMFAC 2002. To pass, RTP/RTIP emissions must be equal or less than baseyear emissions.

Annual PM_{2.5} Standard for South Coast Air Basin (SCAB)

| | Pollutant | 2010 | 2020 | 2030 |
|-------------------|--------------------|---------|---------|---------|
| PM _{2.5} | Baseyear emissions | 4844 | 4844 | 4844 |
| | 2004 RTP/RTIP | 4559 | 4402 | 4643 |
| NO _x | Baseyear emissions | 261,099 | 261,099 | 261,099 |
| | 2004 RTP/RTIP | 152,565 | 70,351 | 45,898 |

Regional emissions generated using EMFAC 2002. To pass, RTP/RTIP emissions must be equal or less than baseyear emissions.

^{*} Based on annual average emissions

Conformity Determinations

SCAG has determined the following conformity findings for the 2004 RTP and 2004 RTIP under the required federal tests for the new fine particle (PM_{2.5}) standard:

Regional Emissions Tests

Finding: SCAG's 2004 RTP/RTIP regional emissions for direct PM_{2.5} and NOx are less than the baseline year 2002 for the 24-hour and the annual standard in the South Coast Air Basin.

Financial Constraint/Timely Implementation

Since the 2004 RTIP, one of the TCMs (CenterLine) is being replaced; currently the substitute projects and the financial changes are being processed and will be reflected in an amendment.

Reaffirmation of 2004 RTP/RTIP Conformity Tests

➤ Finding: SCAG reaffirms the applicable conformity findings for both the 2004 RTP/RTIP, which can be found at:

 $\underline{http://www.scag.ca.gov/rtp2001/2004draft/techappendix/FinalTechAppend.htm} \ and:$

http://www.scag.ca.gov/RTIP/final04/Sec1.pdf.

➤ This reaffirmation covers the findings for all applicable pollutants, including regional emissions analyses, financial constraint test, timely implementation of Transportation Control Measures (TCMs) report, applying the use of the latest planning assumptions and the latest approved emissions model, reaffirming consistency between the adopted 2004 RTIP and the adopted 2004 RTP, and reaffirming the process for interagency consultation and public participation.

Inter-agency Consultation and Public Involvement Test

Finding: In addition to reaffirming the already conducted public involvement and interagency consultation test for the 2004 RTP/RTIP, the fine particle (PM_{2.5}) conformity determination underwent an appropriate process for interagency consultation and public participation. This process included Transportation Conformity Working Group consultations on August 23, 2005 October 25, 2005, and December 27, 2005; Energy and Environment Committee updates on September 1, 2005 and November 3, 2005 and a briefing of the Subregional Coordinators on October 27, 2005. An announcement of the public comment period was placed on the SCAG website on November 22, 2005. Copies of the PM_{2.5} Conformity Determination packet were distributed to twelve regional libraries. A formal Public Hearing was held at SCAG's offices on January 5, 2006. This event was advertised in several regional newspapers in December of 2005, including the Imperial Valley Press, La Opinion, Long Beach



Press Enterprise, Los Angeles Times, Orange County Register, San Bernardino Sun, Riverside Press-Enterprise, and Ventura Star.

REGIONAL EMISSIONS ANALYSES

SOUTH COAST AIR BASIN (SCAB)

The South Coast Air Basin (SCAB) covers the urbanized portions of Los Angeles, Orange, Riverside, and San Bernardino counties, and is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD).

Particulate Matter 2.5 – 24 Hour Emissions

| | YR 2002 | YR 2010 | YR 2020 | YR 2030 |
|---------------------------------|---------|---------|---------|---------|
| 2004 RTP/RTIP | N/A | 12.49 | 12.07 | 12.71 |
| Exhaust | 10.48 | 9.49 | 8.83 | 9.20 |
| Tire Wear | 0.83 | 0.9 | 0.98 | 1.08 |
| Brake | 1.97 | 2.1 | 2.25 | 2.44 |
| Total PM _{2.5} Exhaust | 13.27 | 12.49 | 12.06 | 12.72 |
| Baseyear Emissions | 13.27 | 13.27 | 13.27 | 13.27 |
| Difference (plan – baseyear) | N/A | -0.78 | -1.21 | - 0.55 |

Conformity finding requirement: PM_{2.5} plan emissions must be equal or less than baseyear.

Particulate Matter 2.5 – Annual Emissions

| | YR 2002 | YR 2010 | YR 2020 | YR 2030 |
|---------------------------------|---------|---------|---------|---------|
| 2004 RTP/RTIP | N/A | 4559 | 4406 | 4639 |
| Exhaust | 3,825 | 3,464 | 3,223 | 3,358 |
| Tire Wear | 303 | 329 | 358 | 394 |
| Brake | 719 | 767 | 821 | 891 |
| Total PM _{2.5} Exhaust | 4,844 | 4,559 | 4,402 | 4,643 |
| Baseyear Emissions | 4,844 | 4,844 | 4,844 | 4,844 |
| Difference (plan – baseyear) | N/A | -285 | -442 | -201 |

Conformity finding requirement: PM_{2.5} plan emissions must be equal or less than baseyear.

Oxides of Nitrogen - 24 Hour Emissions

| | YR 2002 | YR 2010 | YR 2020 | YR 2030 |
|------------------------------|---------|---------|---------|---------|
| 2004 RTP/RTIP | N/A | 417.99 | 192.74 | 125.75 |
| Baseyear Emissions | 715.34 | 715.34 | 715.34 | 715.34 |
| Difference (plan - baseyear) | N/A | -297.35 | -522.60 | -589.59 |

Conformity finding requirement: PM_{2.5} plan emissions must be equal or less than baseyear

Oxides of Nitrogen - Annual Emissions

| | YR 2002 | YR 2010 | YR 2020 | YR 2030 |
|------------------------------|---------|----------|----------|----------|
| 2004 RTP/RTIP | N/A | 152,565 | 70,351 | 45,898 |
| Baseyear Emissions | 261,099 | 261,099 | 261,099 | 261,099 |
| Difference (plan – baseyear) | N/A | -108,534 | -190,748 | -251,201 |

Conformity finding requirement: PM_{2.5} plan emissions must be equal or less than baseyear.

SUMMARY OF EMISSIONS ANALYSIS OF ADDITIONAL CRITERIA POLLUTANTS

In addition to the regional emissions analysis for PM_{2.5}, below is a summary of the regional emissions analysis for additional criteria pollutants in the SCAG region. For more detailed tables, see Technical Appendix Section II of the 2004 RTIP (p. II-11 to II-59). All emissions are in tons per day.

South Coast Air Basin (SCAB)

Nitrogen Dioxide (NOx) -Winter

| <u>NOx</u> | <u>YR 2005</u> | YR 2010 | YR 2020 | YR 2030 |
|------------|----------------|---------|---------|---------|
| BUDGET | 686.000 | 686.000 | 686.000 | 686.000 |
| 2004 RTIP | 613.664 | 448.827 | 205.602 | 132.970 |

Conformity finding requirement: the NOx emissions must be equal or less than emission budgets.

Carbon Monoxide (CO) - Winter

| <u>co</u> | YR 2005 | YR 2010 | YR 2020 | YR 2030 |
|-----------|-----------|-----------|-----------|-----------|
| BUDGET | 3,361.000 | 3,361.000 | 3,361.000 | 3,361.000 |
| 2004 RTIP | 2,597.739 | 1,809.900 | 859.679 | 529.757 |

Conformity finding requirement: the CO emissions must be equal or less than emission budgets.

Particulate Matter Less Than 10 Microns (PM10) - Annual Average

| ROG | YR 2006 | YR 2010 | YR 2020 | YR 2030 |
|------------|---------|---------|---------|---------|
| BUDGET | 251.000 | 251.000 | 251.000 | 251.000 |
| 2004 RTIP | 245.350 | 189.074 | 106.433 | 72.495 |
| | | | | |
| <u>NOx</u> | | | | |
| BUDGET | 549.000 | 549.000 | 549.000 | 549.000 |
| 2004 RTIP | 534.144 | 418.005 | 192.723 | 125.728 |
| | | | | |
| PM10 | | | | |
| BUDGET | 166.000 | 166.000 | 166.000 | 166.000 |
| 2004 RTIP | 165.927 | 163.375 | 161.520 | 163.893 |
| | | | | |

Conformity finding requirement: the ROG, NOx, and PM10 emissions must be equal or less than emission budgets.

Ozone - Summer

| Ozone Precursor | | | | | |
|-----------------|---------|---------|---------|---------|---------|
| ROG (VOC) | YR 2005 | YR 2008 | YR 2010 | YR 2020 | YR 2030 |
| BUDGET | 263.000 | 216.000 | 155.000 | 155.000 | 155.000 |
| 2004 RTP/RTIP | 258.467 | 212.754 | 151.339 | 107.230 | 73.127 |
| NOx | | | | | |
| BUDGET | 546.000 | 546.000 | 352.000 | 352.000 | 352.000 |
| 2004 RTP/RTIP | 542.271 | 453.459 | 349. | 184.2 | 120.8 |

Conformity finding requirement: RTP/RTIP emissions must be equal or less than budget

Nitrogen Dioxide (NO2) - Winter

| ľ | V | O | 2 | P | re | C | ul | 'S | or |
|---|---|---|---|---|----|---|----|----|----|
| | | | | | | | | | |

| NOx | YR 2005 | YR 2010 | YR 2020 | YR 2030 |
|---------------|--------------|---------|---------|---------|
| BUDGET | 686.000 | 686.000 | 686.000 | 686.000 |
| 2004 RTP/RTIP | 6153.664.091 | 448.586 | 205.751 | 132.980 |

Conformity finding requirement: RTP/RTIP emissions must be equal or less than budget

Mojave Desert Air Basin (MDAB)

(San Bernardino County portion of MDAB excluding Searles Valley)

Particulate Matter Less Than 10 Microns (PM10) - Annual Average

| PM10 | YR 2005 | YR 2010 | YR 2020 | YR 2030 |
|---------------|---------|---------|---------|---------|
| 2004 RTIP No- | 7.875 | 9.066 | 10.966 | 13.262 |
| Build | | | | |
| 2004 RTP Plan | 7.837 | 8.843 | 10.889 | 13.046 |

Conformity finding requirement: the Plan scenario's emissions must be equal or less than the No-Build scenario's emissions.

Western Mojave Desert Air Basin (MDAB)

Ozone - Summer

| Ozone Precursor | | | | | |
|-----------------|----------------|---------|---------|---------|--------------|
| ROG (VOC) | YR 2005 | YR 2007 | YR 2010 | YR 2020 | YR 2030 |
| BUDGET | 21.900 | 19.100 | 19.100 | 19.100 | 19.100 |
| 2004 RTP/RTIP | 18.800 | 16.436 | 13.330 | 7.690 | 6.340 |
| <u>NOx</u> | 7 (000 | 52.100 | 52 100 | 52.100 | 52.100 |
| BUDGET | 56.000 | 52.100 | 52.100 | 52.100 | - |
| 2004 RTP/RTIP | 52.510 | 48.38 | 41.750 | 19.310 | 4.360 |

Conformity finding requirement: RTP/RTIP emissions must be equal or less than budget

Salton Sea Air Basin (SSAB) - Coachella Valley

Particulate Matter Less Than 10 Microns (PM10) – Annual Average

| PM10 | YR 2006 | YR 2010 | <u>YR 2020</u> | <u>YR 2030</u> |
|----------------|---------|---------|----------------|----------------|
| BUDGET | 10.900 | 10.900 | 10.900 | 10.900 |
| 2004 RTIP Plan | 9.168 | 9.484 | 10.044 | 10.671 |

Conformity finding requirement: the PM10 emissions must be equal or less than emission budgets.

Ozone - Summer

| Ozone Precursor ROG (VOC) BUDGET 2004 RTP/RTIP | YR 2005 | YR 2007 | YR 2010 | YR 2013 | YR 2020 | YR 2030 |
|------------------------------------------------|------------------|------------------|-----------------|-----------------|-----------------|-----------------|
| | 4.600 | 4.100 | 4.100 | 4.100 | 4.100 | 4.100 |
| | 4.310 | 3.906 | 3.361 | 2.867 | 2.234 | 1.838 |
| NOx BUDGET 2004 RTP/RTIP | 12.300 12.008 | 11.100 11.016 | 11.100 9.305 | 11.100 7.623 | 11.100 4.913 | 11.100 3.460 |

Conformity finding requirement: the Build emissions must be less than the No-Build emissions.



Salton Sea Air Basin (SSAB) – Imperial County

Particulate Matter Less Than 10 Microns (PM10) - Annual Average

| PM10 | YR 2005 | YR 2010 | YR 2020 | YR 2030 |
|--------------------|---------|---------|---------|---------|
| 2004 RTIP No-Build | 5.577 | 6.339 | 8.306 | 10.252 |
| 2004 RTIP Plan | 5.574 | 6.334 | 7.798 | 9.610 |

Conformity finding requirement: the Plan scenario's emissions must be equal or less than the No-Build scenario's emissions.

Ozone - Summer

| Ozone Precursor | | | | |
|---------------------|---------|---------|---------|---------|
| ROG (VOC) | YR 2005 | YR 2010 | YR 2020 | YR 2030 |
| No build (Baseline) | 8.850 | 7.230 | 5.630 | 5.720 |
| Build (Plan) | 8.845 | 7.220 | 5.610 | 5.690 |
| <u>NOx</u> | | | | |
| No-Build (Baseline) | 12.725 | 11.800 | 8.881 | 7.810 |
| Build (Plan) | 12.720 | 11.790 | 8.880 | 7.790 |

Conformity finding requirement: the Build emissions must be less than the No-Build emissions

Ventura County - South Central Coast Air Basin (VC/SCCAB)

Ozone - Summer

| Ozone Precursor | | | | |
|-----------------|---------|---------|---------|---------|
| ROG (VOC) | YR 2005 | YR 2010 | YR 2020 | YR 2030 |
| BUDGET | 14.300 | 14.300 | 14.300 | 14.300 |
| 2004 RTP/RTIP | 14.180 | 10.670 | 6.160 | 4.170 |
| <u>NOx</u> | | | | |
| BUDGET | 21.400 | 21.400 | 21.400 | 21.400 |
| 2004 RTP/RTIP | 21.190 | 15.170 | 6.800 | 4.350 |

Conformity finding requirement: RTP/RTIP emissions must be equal or less than budget

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U.S. Environmental Protection Agency

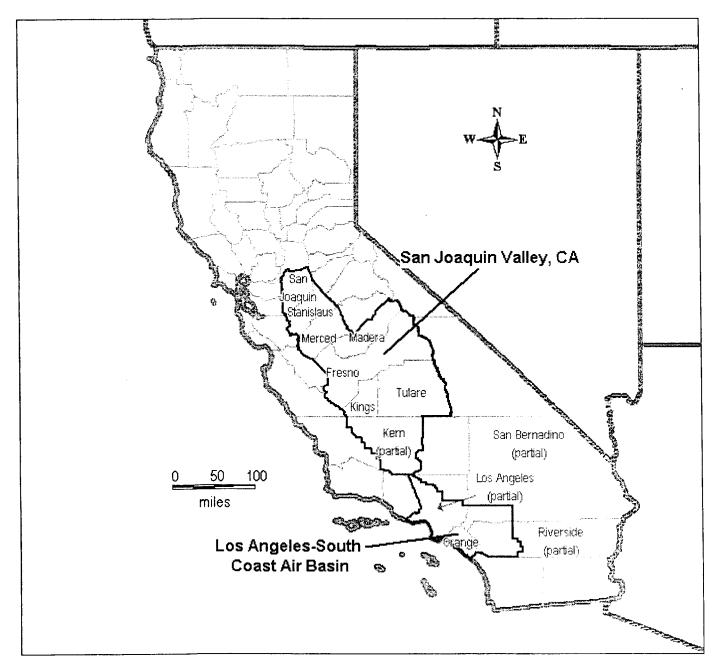
Fine Particle (PM 2.5) Designations

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EPA Home > Air & Radiation > Six Common Air Pollutants > Particulate Matter > PM2.5 Designations > California Map

California PM 2.5 Designations Map



APPENDIX

YEAR 2002 - annual (02rr.zip)

Emfac2002 V2.2 Apr 23 2003 ** WīŚ Enabled ** Scen Year: 2002 -- Model Years: 1965 to 2002

Season : Annual

Run Date: 09/30/05 14:59:28

Page (1)
VEHICLE ON-ROAD EMISSIONS (Emissions in tone, VMT in 1000-miles, Fuel Consumption in 1000-gallons) 12.84 17.08 574.18 172.21 405.49 21.60 34.46 461.54 9.18 15.12 426.86 544.26 402.57 95.06 238.87 3000.18 3312.33 26.22 3430.73 15722.04 135.30 16432.18 104.75 1632.77 20.66 1758.17 62.40 1376.25 12.52 315.53 75.90 9792.14 92.18 1451.15 574.84 0.38 0.43 0.03 0.85 0.52 0.22 0.02 0.75 0.39 1.56 1.22 0.17 2.94 0.57 0.68 1.41 0.08 2.16 3.25 4.50 0.33 8.09 0.90 0.78 0.05 1.73 0.66 0.61 0.03 1.29 0.08 1.07 0.01 1.15 0.02 0.39 0.41 0.02 0.19 0.22 0.01 0.16 0.00 0.18 0.08 0.40 0.00 0.48 0.01 0.15 0.00 0.17 0.02 0.06 0.00 0.10 0.05 0.05 0.08 PM2.5ex 0.62 0.38 0.03 1.03 0.64 0.88 0.07 1.59 0.86 0.51 0.04 1.41 5.21 203.12 199.83 20.50 423.46 48.08 58.84 4.63 70.83 31.69 2.80 105.31 51.69 28.03 2.12 81.85 30.04 30.04 722.16 XON 373.72 104.27 80.09 3517.31 194.39 1966.37 46.28 2207.03 44.36 569.45 14.29 628.12 56.91 300.87 11.80 369.57 37.30 267.59 7.70 312.59 332.93 පි 5.38 59.16 0.87 65.40 4.52 26.83 0.39 31.74 ROG 24.04 191.50 3.07 218.60 6.81 27.33 0.60 34.74 40.76 304.79 4.92 350.47 4792546 32653716 56098 37502400 14664 14282200 6431900 984441 6015220 8480547 \$5664001 87191 64231700 2930883 7851 STARTS 1336680 5056427 1366891 2945 27221 237 23416 305820 2705 331939 3459 65698 489 69646 4362 32621 361 37342 12649 180280 1617 194547 30404 VMT 186984 5254661 60580 5502220 2069686 23302 54262 815063 18395 887720 862253 331019 VEHICLE 49513 40260 809120 12873 115150 9394690 8948519 2142500 HDT OTH SUM E E OTH HDT OTH SUM HDT ZEM Z ORA(SCAB) SBD(SCAB) LOS(SCAB) SCAB SUM RIV(SCAB) SUB AREA

SUM = Light & Medium Duty Vehicle + Heavy Duty Truck + Others Note:

Banning Area is included in SCAB, not in Coachella Valley

Coachella Valley

Banning Area is included in SCAB, not in Coachella Valley

L&M = Passenger car + Light Duty Truck(1) & (2) + Medium Duty Truck + Motor Cycle HDT = Light Heavy Duty Truck (1) & (2) + Medium Heavy Duty Truck + Heavy Heavy Duty Truck OTH = Line Haul Vehicle + School Bus + Urban Bus + Motor Home

a02SCAB.pm a02BRDN.SUM

NOx = 279.42 CO = 2796.69SCAB R2202 : VOC = 254.74 D:EmfacBasic/EmfacBurden.vbp - Hong Kim (213) 236-1904 kim@scag.ca.gov Conformity Analysis SCAG

000068

Run Date: 09/30/05 14:01:30

Season : Annual

YEAR 2010 - annualPLAN (10p.zip) Emfac2002 V2.2 Apr 23 2003 ** WIS Enabled ** Scen Year: 2010 -- Model Years: 1965 to 2010

| oroz : mod mode | | | | elim-0001 mi Taka | Enel Consumption in 1000-gallons | netion in 1000 |)-gallons) | | | Friday, Septe | riday, September 30, 2005 | 2:05:33 PM | PM | Page (1) |
|-----------------|----------|-------------------------------------------------------------------------------------------------------|---------------|-------------------|----------------------------------|----------------|------------|---------|----------|---------------|---------------------------|------------|----------|----------|
| VEHICLE ON | -ROAD E | VEHICLE ON ROAD EMISSIONS (Emissions in tone, vivi in tone-mine tone tone tone tone tone tone tone to | ions in tone, | STARTS | ROG | 8 | XON | PM2.5ex | Tire W | Brake W | PM2.5sum | SOx | Gasoline | Diesel |
| SUB AKEA | | , Clark | | | | | | | | | | | | |
| | | | | | | | | 1 | | 6 | | 96.0 | 774 67 | 2020.31 |
| 4,000 | 1 | 901700 | 14107 | 5023477 | 16.38 | 104.97 | 137.96 | 2.03 | 3 | 0.03 | 17.7 | 7 6 | 60.000 | 31.01 |
| LOS(SCAB) | <u>.</u> | 001007 | 10111 | 23841800 | 08 87 | 1015.22 | 12.96 | 3.47 | 0.41 | <u>8</u> | 4.97 | 6.9 | 77:6176 | 20.00 |
| | N S | 76/6840 | 160001 | 00000 | 2 3 4 | 27.00 | 16 94 | 0.28 | 0.00 | 0.0 | 0.29 | 0.02 | 19.91 | 01.271 |
| | HIO N | 64681 | 200976 | 38935200 | 117.59 | 1147.19 | 251.58 | 5.78 | 0.51 | 1.19 | 7.48 | 1.14 | 9633.86 | 2223.42 |
| | | 2000 | | | | | | | | • | ; | | 67.7 | 742.15 |
| | | 61019 | 2473 | 1203401 | 3.41 | 21.51 | 29.21 | 0.44 | 0.05 | 0.02 | 0.48 | 0.05 | 14.02 | 455.15 |
| ORA(SCAB) | | 51016 | 24/3 | 101011 | 32.66 | 211 35 | 70 77 | 1.07 | 0.16 | 0.41 | 1.64 | 0.31 | 3434.69 | 17.11 |
| | LEM | 2310804 | 70238 | 1431/10/ | 00.00 | 67.0 | 4 22 | 0.07 | 000 | 0.00 | 0.08 | 0.00 | 28.45 | 40.39 |
| | OTH | 26894 | 268 | 16916 | 0.00 | 241.52 | 2.59 | 1.58 | 0.18 | 0.44 | 2.20 | 0.39 | 3537.15 | 505.71 |
| | SUM | 2388720 | 74280 | 1363/400 | 51.74 | 341.36 | 7.00 | 2 | } | | | | | |
| | | | | | • | 1070 | 71 14 | 0.55 | 0 02 | 0.03 | 0.61 | 0.08 | 89.94 | 651.59 |
| RIV(SCAB) | HDT | 57553 | 4738 | 1383/33 | 4.14 | 14.07 | 16.73 | 690 | 60 | 0.23 | 1.00 | 0.18 | 1940.57 | 7.25 |
| | LEM | 1013900 | 39602 | 195/979 | 13.30 | 4.271 | 19:51 | 0.0 | 000 | 0.00 | 90.0 | 0.00 | 24.78 | 22.85 |
| | HIO | 23474 | 467 | 91601 | 5.0 c | 200 | 10.7 | 1 27 | 0.12 | 0.27 | 1.66 | 0.26 | 2055.28 | 681.71 |
| | SUM | 1094930 | 44808 | 070799/ | 71.07 | 70.007 | 17.70 | | ! | | | | | |
| | ļ | | | 31,000 | 37 (| 17.30 | 30.50 | 38 0 | 0.02 | 0.01 | 0.43 | 0.05 | 52.33 | 468.33 |
| SBD(SCAB) | HDT | 41683 | 3133 | 20004 | 7.03 | 27.71 | 12.30 | 0.0 | 900 | 0.17 | 0.70 | 0.14 | 1497.59 | 4.83 |
| | LEM | 927501 | 30587 | 3/3/938 | 14.33 | 06.76 | 70. | 500 | 000 | 000 | 0.03 | 0.00 | 14.78 | 18.95 |
| | HLO | 16085 | 301 | 96/6 | 10.0 | 7.00 | 76.96 | 600 | 000 | 0.20 | 911 | 0.20 | 1564.71 | 492.11 |
| | SUM | 985269 | 34041 | 6717410 | 67:11 | 123.31 | £0.07 | 0.0 |) | | | - | | |
| | | | | | | | | | 1 | 9. 0 | 77.6 | 0,43 | 40006 | 1401 40 |
| SCAB CITM | HIDT | 356442 | 25556 | 8680250 | 26.57 | 170.59 | 241.50 | 3.40 | C. 18 | 0.15 | 5.74 | 7.0 | 20.061 | 66.33 |
| | 1 8.1 | 001770 | 325466 | 60174217 | 162.34 | 1637.00 | 156.09 | 2.66 | 0.71 | 1.93 | 8.30 | 75.1 | 10.75101 | 17.55 |
| | 18.1 | 7661416 | 2010 | 07550 | 187 | 47 68 | 25 74 | 0.43 | 0.00 | 0.05 | 0.45 | 0.05 | 147.98 | 254.29 |
| | E E | 131134 | 354105 | 68957100 | 192.74 | 1855.29 | 423.34 | 9.50 | 06:0 | 2.10 | 12.49 | 1.99 | 16790.99 | 3902.95 |
| | 200 | 10223000 | 20110 | 2014000 | | | | | | | | | | |
| | | | | | | | | | | | | | | |

Banning Area is included in SCAB, not in Coachella Valley

Banning Area is included in SCAB, not in Coachella Valley

SUM = Light & Medium Duty Vehicle + Heavy Duty Truck + Others

L&M = Passenger car + Light Duty Truck(1) & (2) + Medium Duty Truck + Motor Cycle

HDT = Light Heavy Duty Truck (1) & (2) + Medium Heavy Duty Truck + Heavy Heavy Duty Truck

OTH = Line Haul Vehicle + School Bus + Urban Bus + Motor Home

a10SCAB pm

a10BRDN.SUM

SCAB R2202 : VOC = 126.18 CO = 1431.68 NOx = 132.48

D:\EmfacBasic\EmfacBasic\EmfacBurden.vbp - Hong Kim (213) 236-1904 kim@scag ca.gov Conformity Analysis SCAG

YEAR 2020 - annualPLAN (20p.zip)
Emfac2002 V2.2 Apr 23 2003 ** WIS Enabled **
Scen Year: 2020 -- Model Years: 1975 to 2020

Run Date: 09/30/05 14:34:24 Season : Annual

| Scen Year: | 7070 | Scen Year: 2020 Model 1 cals. 1373 to 2020 | 717 10 505 | • | | | | | | | | | | 6 |
|-------------|---------|----------------------------------------------------------------|-----------------|------------------|---------------|-----------------------|----------|-------------|--------|---------------|----------------------------|------------|----------|----------|
| VEUTCI E ON | ROAD EA | VEHICLE ON-ROAD EMISSIONS (Emissions in tone, VMT in 1000-mile | ons in tone, V. | MT in 1000-miles | , Fuel Consum | ption in 1000-gallors | gallons) | | ****** | Friday, Septe | Friday, September 30, 2005 | 2:37:36 PM | M. | rage (1) |
| CITE APEA | | VEHICLE | VMT | STARTS | ROG | 8 | NOX | PM2.5ex | Tire W | Brake W | PM2.5sum | SOx | Gasoline | Diesel |
| 200 | | | | | | | | | | | | | | |
| | | | | | | | | | ; | ; | ; | 0 30 | 258 73 | 2507 59 |
| | ! | | 63731 | 7800023 | 11 03 | 53.34 | 57.43 | 1.20 | 0.11 | 0.11 0.11 | 74.1 | 0.30 | 77.007 | 11 06 |
| LOS(SCAB) | HOH | 235357 | 10401 | 2329760 | 60:11 | | 77 | 2 70 | 643 | 77 | 5.35 | 0.80 | 45.1.04 | 11.90 |
| | L&M | 5768144 | 193007 | 35247600 | 49.00 | 400.40 | 74.74 | | 6 | 2 | 90.0 | 0.00 | 88.96 | 16.61 |
| | 71.0 | 77318 | 1960 | 67052 | 1 .96 | 12.77 | 13.45 | 0.24 | 200 | 70.0 | 0.50 | 9 - | 0060 22 | 3600 48 |
| | SUM | 6075820 | 211430 | 40844600 | 62.58 | 532.58 | 113.31 | 5.23 | 0.55 | 67:1 | 60.7 | 17.1 | 20.7.00 | |
| | | | | | | | | | | | | , | 97.07 | 620 00 |
| | 1 | | , , | 1470106 | 2 54 | 11 05 | 12.82 | 0.28 | 0.02 | 0.05 | 0.32 | 0.0 | /0./0 | 07.070 |
| ORA(SCAB) | HOH | 10060 | 3870 | 14/710 | 1 | 20.371 | 37 (1 | 7: 1 | 910 | 0.42 | 1.74 | 0.31 | 3475.07 | 4.18 |
| | L&M | 2434533 | 72511 | 14914260 | 19.4/ | 145.90 | 0.71 | 2.7 | | 000 | 0.07 | 000 | 31 62 | 45.63 |
| | HIO | 10887 | 654 | 19469 | 0.52 | 3.88 | 3.42 | 0.0 | 0.00 | 0.00 | 2.5 | 9.6 | 26.77.46 | 577.81 |
| | NI IS | 2525020 | 76997 | 16413200 | 21.53 | 161.80 | 28.89 | 1.48 | 0.19 | 0.46 | 2.13 | 0.40 | 3377.40 | 10.770 |
| | SOM | 0700707 | •//01 | | | | | | | | | | : | 1 |
| | ! | | | 1760003 | 2 72 | 16.17 | 19.75 | 0.39 | 0.03 | 0.0 | 0.46 | 0.11 | 99.43 | 892.11 |
| RIV(SCAB) | HDT | 75183 | 6109 | 568671 | 67.6 | 10.1 | 17. | 78.0 | 110 | 0 20 | 1 22 | 0.22 | 2253.71 | 2.58 |
| | L&M | 1215283 | 46262 | 7442810 | 9.10 | 97.30 | 5 6 | 5 6 | | | 2 | 8 | 29 35 | 28.12 |
| | HIC | 28616 | \$72 | 13318 | 0.35 | 2.95 | 1.97 | 0.03 | 0.00 | 9 5 | 5 . | 3 6 | 20.000 | 033.46 |
| | MIN | 1319080 | 52945 | 9216020 | 12.73 | 108.67 | 29.35 | 1.28 | 0.15 | 0.31 | 1.74 | 0.32 | 7384.49 | 743.40 |
| | | | | | | | | | | | , | 1 | 000 | |
| 1 | | | 2017 | 1731761 | 215 | 11 04 | 14.56 | 0.26 | 0.02 | 0.01 | 0.32 | 0.07 | 59.39 | 033.17 |
| SBD(SCAB) | HOH | 56033 | 7014 | 1,01,71 | | 58 99 | 88 5 | 0.54 | 90.0 | 0.20 | 0.81 | 0.16 | 1672.86 | 19:1 |
| | L&M | 1071949 | 34007 | 7169/60 | 9.0 | 6.60 | 200 | | 000 | 000 | 0.03 | 0.00 | 17.13 | 23.01 |
| | HLO | 19607 | 369 | 11943 | 77.0 | 20.0 | 7 6 | 500 | 3 - | 0.33 | 1.17 | 0.23 | 1749.36 | 659.80 |
| | MIS | 1147590 | 39079 | 7857920 | 10.45 | 79.58 | 71.98 | 10.0 | 1.5 | 7 | | | | |
| | | | | | | | | | Ĭ | | | | | |
| | | 727707 | 00706 | 10040742 | 18 04 | 02 40 | 104.53 | 2.12 | 0.22 | 0.18 | 2.52 | 0.52 | 488.32 | 4563.53 |
| SCAB SUM | | b/107b | 24000 | 24/20201 | 95 30 | 768.84 | 1989 | 6.32 | 0.76 | 2.05 | 9.14 | 1.59 | 16913.29 | 20.36 |
| | KW. | 10489918 | 340390 | 00001140 | 9.5 | 21.21 | 20.37 | 38 | 100 | 0.02 | 0.41 | 0.05 | 167.05 | 276.67 |
| | OTH | 151428 | 3556 | 79/111 | \$ 0.0 | 15.12 | 69 601 | 9 | 300 | 200 | 12.07 | 2.16 | 17568.64 | 4860.55 |
| | SUM | 11067500 | 380446 | 74331800 | 107.29 | 887.64 | 193.52 | 6.63 | 0.70 | 7.7 | 2 | ì | | |
| | | | | | | | | | | | | | | |

Note:

Banning Area is included in SCAB, not in Coachella Valley

SUM = Light & Medium Duty Vehicle + Heavy Duty Truck + Others

L&M = Passenger car + Light Duty Truck(1) & (2) + Medium Duty Truck + Motor Cycle

HDT = Light Heavy Duty Truck (1) & (2) + Medium Heavy Duty Truck + Heavy Heavy Duty Truck

OTH = Line Haul Vehicle + School Bus + Urban Bus + Motor Home

a20SCAB.pm a20BRDN.SUM SCAB R2202 : VOC = 59.81

NOx = 56.19CO = 647.11 D:\EmfacBasic\EmfacBurden.vbp - Hong Kim (213) 236-1904 kim@scag.ca.gov Conformity Analysis SCAG

000070

YEAR 2030- PLAN (30P.zip) Emfac2002 V2.2 Apr 23 2003 ** WIS Enabled **

Scen Year: 2030 -- Model Years: 1985 to 2030

Run Date: 09/30/05 10:37:29 Season : Annual

| Scen Year: | 7030 | Scen Year: 2030 Model I cars. 1365 to 2050 | 207 03 006 | • | | | | | | | | • | | Dog (1) |
|----------------|----------|-------------------------------------------------------------|-----------------|------------------|----------------|----------------|--------------|-----------------------------------------|----------|-----------------------|---------------|------|----------|---------|
| VEHICLEON | -ROAD EN | VEHICLE ON-ROAD EMISSIONS (Emissions in tone, VMT in 1000-m | ions in tone, V | MT in 1000-miles | s, Fuel Consun | uption in 1000 | 000-gallons) | ****** | ******** | Friday, September 30, | mber 30, 2005 | ₹ : | ٦. | Tage 1 |
| SUB AREA | ****** | VEHICLE VMT STARTS | VMT | STARTS | ROG | 8 | NOX | PM2.5ex | Tire W | Brake W | PM2.5sum | SOx | Gasoline | Diesei |
| | | | | | | | | | | | | | , | |
| | | | | | ; | • | 70 00 | 30.1 | 0.13 | 0.11 | 1.30 | 0.34 | 284.51 | 2893.12 |
| (0 4 0 0) 0 1 | TOD | 096296 | 18872 | 6191405 | 8.53 | 40.10 | 79.24 | 6.5 | 3 | | 5.73 | 700 | 10046.18 | 3.77 |
| TOS(SCAD) | | 611117 | 204608 | 17365501 | 30.82 | 265.00 | 22.69 | 70.4 | 0.40 | 17.1 | 4 5 | 000 | 115 86 | 103 94 |
| | Z ; | 7011410 | 2170 | 79508 | 1 03 | 976 | 10.24 | 0.21 | 90.0 | 70.0 | 0.73 | 0.00 | 00:011 | 2000 |
| | H M | 90393 6504850 | 225985 | 43635500 | 40.40 | 314.28 | 71.17 | 5.33 | 0.59 | 1.34 | 7.26 | 131 | 10446.37 | 3090.63 |
| | : | | | | | | | | | 2 | 00.0 | 0.07 | 74.43 | 581.07 |
| (400) | T | V1007 | 4156 | 1691243 | 2.28 | 9.54 | 8.52 | 0.25 | 70.0 | 0.02 | 0.30 | | 00 (73) | ¥1 - |
| UKA(SCAB) | <u> </u> | 41.00 | 3037 | 16261605 | 6 | 86.66 | 6.87 | 1.20 | 91.0 | 0.45 | 1.82 | 0.34 | 3303.88 | 1.1.0 |
| | L&M | 0111767 | 74505 | 20000 | | 376 | 267 | 0.05 | 0.00 | 0.0 | 90.0 | 0.00 | 40.00 | 49.07 |
| | OTH | 40310 | 802 | 96777 | 0.29 | 90 80 | 18.06 | 15.1 | 0.19 | 0.47 | 2.17 | 0.41 | 3678.31 | 631.90 |
| | SUM | 2630330 | 79461 | 17065200 | 14.4X | 90.90 | 80.0 | • | | | | | | |
| | | | | | 6 | | 10.71 | 0.41 | 0.04 | 9 | 0.49 | 0.12 | 119.85 | 1081.00 |
| RIV(SCAB) | HDT | 97122 | 7374 | 2254109 | 3.30 | 77°CI | 14.91 | 7 - | 2 | 0.32 | 1 43 | 0.25 | 2641.55 | 0.72 |
| • | L&M | 1409404 | 53472 | 8609005 | 0.77 | 90.57 | 6.6 | 1.01 | 200 | 9 | 40.0 | 00.0 | 41.83 | 34.01 |
| | OTH | 39914 | 764 | 16356 | 0.19 | 1.8/ | 4 | 5.63 | 200 | 0.37 | 1 98 | 0.38 | 2803.24 | 1115.72 |
| | SUM | 1546440 | 61611 | 10879500 | 10.24 | 0.77 | 20.17 | * | | } | • | | | |
| | | | | | | | , | ; | | 6 | 76.0 | 000 | 74 16 | 810.66 |
| (D) (D) | TUH | 75164 | \$207 | 1692695 | 2.25 | 10.71 | 11.36 | 0.28 | 60.0 | 0.00 | 000 | 0.0 | 1004 27 | 0.41 |
| Spr(SCAD) | | 0770001 | 20149 | 7307178 | 5.50 | 42.46 | 3.37 | 0.60 | 0.00 | 0.23 | 0.92 | 0.10 | 1920.50 | |
| | LOS IN | 9409071 | 203 | 15027 | 0.10 | 1.07 | 1.15 | 0.03 | 0.00 | 0.00 | 0.04 | 0.00 | 27.72 | 74.17 |
| | HIS | 60197 | 505 | 75051 | 7.87 | 54.25 | 15.87 | 0.92 | 0.13 | 0.27 | 1.31 | 0.28 | 1994.71 | 838.30 |
| | SUM | 1311980 | 44800 | 004016 | 6. | 24:40 | | | | | | | | |
| | | | | | | 5 36 | 5 | 1 06 | 0.34 | 0.00 | 2.43 | 0.62 | 552.95 | 5365.86 |
| SCAB SUM | HDT | 508469 | 32609 | 11829447 | 16.30 | 15.57 | 00.67 | 66.1 | 7.0 | | 2 | 1 40 | 18147 80 | 6.05 |
| | 1.8.M | 11280347 | 371822 | 68723322 | 22 .00 | 454.69 | 37.59 | 96.9 | 0.82 | 17.7 | 76.6 | 20.0 | 20100 | 305.05 |
| | | 70770 | 4496 | 132282 | 1.65 | 14.87 | 15.56 | 0.33 | 0.01 | 0.02 | 0.38 | 0.00 | 76.1.77 | 203.03 |
| | 110 | 007407 | 11011 | 20776 | 23.00 | 545 13 | 126.16 | 9.19 | 1.08 | 2.44 | 12.71 | 2.38 | 18922.82 | 26/6.90 |
| | SOM | 0006611 | 411917 | 20100000 | 9 | | | | | | | | | |
| | | | | | | | | *************************************** | | | | | | |

Banning Area is included in SCAB, not in Coachella Valley
Banning Area is included in SCAB, not in Coachella Valley
SUM = Light & Medium Duty Vehicle + Heavy Duty Truck + Others
L&M = Passenger car + Light Duty Truck (1) & (2) + Medium Duty Truck + Heavy Heavy Duty Truck
HDT = Light Heavy Duty Truck (1) & (2) + Medium Heavy Duty Truck + Heavy Heavy Duty Truck
OTH = Line Haul Vehicle + School Bus + Urban Bus + Motor Home
P30SCAB.pm
P30BRDN.SUM
SCAB R2202 : VOC = 36.81 CO = 367.26 NOx = 30.14

D:\EmfacBasic\EmfacBurden.vbp - Hong Kim (213) 236-1904 kim@scag.ca.gov Conformity Analysis SCAG

YEAR 2010 - NBannual (10NB.zip) Emfac2002 V2.2 Apr 23 2003 ** WIS Enabled ** Scen Year: 2010 -- Model Years: 1965 to 2010

Season : Annual

Run Date: 10/11/05 15:05:35

| | 0.50 2.23 2.10 4.83 | 10.46 10.39 13.32 | 10.00 7.56 12.85 70.40 | 76.93 4.94 18.95 | 87.89 57.22 54.29 99.38 |
|----------|------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | | |
| | 276.63 | 73.98 | 88.64 | 52.59 | 491.84 |
| | 9739.84 | 3533.04 | 2042.97 | 1534.50 | 16850.35 |
| | 79.97 | 28.45 | 24.78 | 14.78 | 147.98 |
| | 10096.43 | 3635.47 | 2156.38 | 1601.87 | 17490.16 |
| | 0.25 | 0.05 | 0.08 | 0.05 | 0.42 |
| | 0.90 | 0.33 | 0.20 | 0.14 | 1.58 |
| | 0.02 | 0.00 | 0.00 | 0.00 | 0.05 |
| | 1.18 | 0.39 | 0.27 | 0.20 | 2.05 |
| | 2.26 | 0.48 | 0.61 | 0.44 | 3.80 |
| | 5.24 | 1.70 | 1.05 | 0.72 | 8.70 |
| | 0.29 | 0.08 | 0.06 | 0.03 | 0.45 |
| | 7.79 | 2.25 | 1.72 | 1.20 | 12.96 |
| | 0.09 | 0.02 | 0.03 | 0.01 | 0.15 |
| | 1.14 | 0.42 | 0.24 | 0.18 | 2.00 |
| | 0.01 | 0.00 | 0.00 | 0.00 | 0.02 |
| | 1.23 | 0.45 | 0.27 | 0.21 | 2.17 |
| | 0.09 0.42 0.00 0.52 | 0.02 0.16 0.00 0.18 | 0.02 0.10 0.00 0.12 | 0.02 0.06 0.09 | 0.18 0.75 0.00 0.92 |
| | 2.08 | 0.44 | 0.55 | 0.40 | 3.48 |
| | 3.68 | 1.10 | 0.72 | 0.46 | 5.96 |
| | 0.28 | 0.07 | 0.04 | 0.03 | 0.43 |
| | 6.04 | 1.62 | 1.32 | 0.90 | 9.88 |
| | 135.67 | 28.76 | 42.10 | 30.37 | 236.89 |
| | 100.71 | 30.51 | 17.06 | 13.59 | 161.88 |
| | 16.94 | 4.23 | 2.61 | 1.96 | 25.74 |
| | 253.32 | 63.50 | 61.78 | 45.92 | 424.52 |
| | 105.41 | 21.43 | 26.51 | 17.44 | 170.78 |
| | 1062.88 | 320.27 | 181.34 | 142.27 | 1706.76 |
| | 27.00 | 8.67 | 7.28 | 4.74 | 47.68 |
| | 1195.29 | 350.37 | 215.12 | 164.46 | 1925.24 |
| 201 | 16.53 | 3.41 | 4.12 | 2.72 | 26.78 |
| | 103.42 | 34.54 | 16.25 | 14.72 | 168.93 |
| | 2.35 | 0.69 | 0.48 | 0.31 | 3.82 |
| | 122.31 | 38.64 | 20.84 | 17.74 | 199.53 |
| SIAKIS | 5023946 | 1295665 | 1359077 | 987446 | 8666130 |
| | 35181928 | 14660636 | 6533097 | 5887138 | 62262795 |
| | 59929 | 16916 | 10916 | 9798 | 97559 |
| | 40265800 | 15973200 | 7903090 | 6884390 | 71026500 |
| NW | 14194 | 3451 | 4654 | 3211 | 25511 |
| | 192308 | 71924 | 41283 | 31383 | 336896 |
| | 1746 | 568 | 467 | 301 | 3083 |
| | 208248 | 75945 | 46403 | 34894 | 365489 |
| VEHICLE | 206209 | 50715 | 56528 | 42447 | 355899 |
| | \$705500 | 236251 | 1056890 | 951616 | 10080253 |
| | 64681 | 26894 | 23474 | 16085 | 131134 |
| | \$976390 | 2443860 | 1136890 | 1010150 | 10567300 |
| | HDT L&M OTH | HDT OTH | HDT L&M OTH | HDT L&M OTH SUM | HDT L&M OTH SUM |
| SUB AREA | LOS(SCAB) | ORA(SCAB) | RIV(SCAB) | SBD(SCAB) | SCAB SUM |
| | VEHICLE VMI STAKIS AND | VEHICLE VMI STAKES COS COS | VEHICLE VMI STAKES LOS LOS 2.08 0.09 0.09 2.26 0.25 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 2 | VEHICLE VMI STAKES LAST LOST 2.08 0.09 0.09 2.26 0.25 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.63 276.70 165.94 0.28 0.09 0.09 2.26 0.25 276.63 779 179.71 179.71 179.71 179.71 179.71 179.71 179.72 179.64 179.64 0.05 0.00 0.01 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.03 0.03 0.03 0.03 </td <td>VEHICLE VMI STAXIS ACCUSAGE 1653 10541 13567 2.08 0.09 0.09 2.26 0.25 L&M 506209 14194 5023946 1653 10541 13567 2.08 0.09 0.09 2.26 0.25 OTH 54681 1746 59229 2.33 27.00 16544 0.28 0.09 0.09 2.24 0.90 OTH 5976390 208248 4026580 12.31 1195.29 253.32 6.04 0.52 1.14 5.24 0.90 SUM 5976390 208248 4026580 12.31 1195.29 253.32 6.04 0.52 1.18 1 L&M 2366251 17924 14660636 3.454 320.27 3.63 1.10 0.06 0.00 0.00 OTH 28894 15973200 38.64 35.037 4.23 0.07 0.00 0.00 0.00 OTH 25228 4654 1597</td> | VEHICLE VMI STAXIS ACCUSAGE 1653 10541 13567 2.08 0.09 0.09 2.26 0.25 L&M 506209 14194 5023946 1653 10541 13567 2.08 0.09 0.09 2.26 0.25 OTH 54681 1746 59229 2.33 27.00 16544 0.28 0.09 0.09 2.24 0.90 OTH 5976390 208248 4026580 12.31 1195.29 253.32 6.04 0.52 1.14 5.24 0.90 SUM 5976390 208248 4026580 12.31 1195.29 253.32 6.04 0.52 1.18 1 L&M 2366251 17924 14660636 3.454 320.27 3.63 1.10 0.06 0.00 0.00 OTH 28894 15973200 38.64 35.037 4.23 0.07 0.00 0.00 0.00 OTH 25228 4654 1597 |

Banning Area is included in SCAB, not in Coachella Valley
SUM = Light & Medium Duty Vehicle + Heavy Duty Truck + Others
L&M = Passenger car + Light Duty Truck (1) & (2) + Medium Duty Truck + Motor Cycle
L&M = Passenger car + Light Duty Truck (1) & (2) + Medium Duty Truck + Heavy Heavy Duty Truck
HDT = Light Heavy Duty Truck (1) & (2) + Medium Heavy Duty Truck + Heavy Heavy Duty Truck
OTH = Line Haul Vehicle + School Bus + Urban Bus + Motor Home
N10SCAB.pm
N10BRDN.SUM
SCAB R2202 : VOC = 131.36 CO = 1494.48 NOx = 137.42 PM10 = 7.77

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000072

YEAR 2020 - NBannual (20NB.zip)

Emfac2002 V2.2 Apr 23 2003 ** WIS Enabled ** Scen Year: 2020 -- Model Years: 1975 to 2020

Run Date: 10/11/05 15:57:11 Season : Annual

| Scen Year: | 7-0707 | Scen Year: 2020 Model Leads, 1973 to 2020 | 717 00 716 | | | | | | | | | | | |
|-------------|---------|---------------------------------------------------------------|-----------------|----------------------------------------|-------------|-----------------------|-----------------|-----------------------------------------|--------|--------------------|---------------|------------|----------|----------|
| VEHICI E ON | ROAD EN | VEHICLE ON-ROAD EMISSIONS (Emissions in tone, VMT in 1000-mil | ons in tone, VI | MT in 1000-miles, | Fuel Consum | stion in 1000-gallons | gallons) | **** | **** | Tuesday, October 1 | ober 11, 2005 | 5:06:09 PM | ******** | rage (1) |
| STIR ARFA | | VEHICLE VMT STARTS | VMT | ************************************** | ROG | 8 | XON | PM2.5ex | Tire W | Brake W | PM2.5sum | SOx | Gasoline | Diesel |
| SOD GOS | | | | | | | | | | | | | | , |
| | | 22042 | 1,6590 | 8850755 | 11.28 | 54.45 | 56.15 | 1.26 | 0.11 | 0.11 | 1.49 | 0.30 | 268.09 | 2525.54 |
| LOS(SCAB) | 18 N | 6171642 | 206510 | 37713216 | 53.68 | 509.25 | 45.84 | 4.30 | 0.46 | 1.23 | 5.98 0.76 | 0.98 | 88.96 | 179.91 |
| | НТО | 72318 | 1960 | 67052 | 1.96 | 12.77 576.48 | 13.45 115.43 | 5.81 | 0.58 | 1.33 | 7.72 | 1.30 | 10825.70 | 2718.27 |
| | NO. | 0401000 | 10077 | | | | | | • | 6 | | 900 | 73.03 | 534 39 |
| ORA(SCAB) | HDT | 60323 | 3871 | 1497110 | 2.59 | 12.21 | 12.82 | 0.28 | 0.02 | 0.02 | 1.86 | 0.36 | 3683.62 | 4.37 |
| , | L&M | 2545718 | 75824 | 15595689 | 9.39 | 134.60 | 3.70 | 90.0 | 000 | 0.00 | 0.07 | 0.00 | 31.62 | 45.63 |
| | OTH | 30887 2636930 | 654 80350 | 19469 17112300 | 22.51 | 170.69 | 29.52 | 1.59 | 0.19 | 0.48 | 2.26 | 0.42 | 3788.27 | 584.40 |
| | | | | | - | 15.63 | 18 38 | 0 30 | 0.03 | 0.04 | 0.46 | 0.10 | 98.94 | 840.15 |
| RIV(SCAB) | HDT | 70752 | 06/6 | 10201/ | 0.83 | 97.41 | 8.21 | 0.97 | 0.11 | 0.29 | 1.39 | 0.23 | 2493.18 | 2.72 |
| | K K | 1283318 | 46632 | 13318 | 0.35 | 2.95 | 1.97 | 0.03 | 0.00 | 0.00 | 0.04 | 0.00 | 29.35 | 28.12 |
| | SIM | 1382690 | 55175 | 9528980 | 13.29 | 115.99 | 28.45 | 1.41 | 0.15 | 0.33 | 1.89 | 0.34 | 2621.47 | 8/0/9 |
| | | | | , | • | | | 76.0 | 0 | 100 | 0.32 | 90.0 | 57.35 | 616.28 |
| SBD(SCAB) | HDT | 54366 | 3980 | 1233856 | 2.12 | 10.75 | 13.37 | 17.0 | 0.02 | 0.21 | 0.86 | 0.16 | 1727.01 | 1.66 |
| | L&M | 1101300 | 35555 | 6754325 | 15.8 | 60.0/ | 1.54 | 500 | 000 | 00.0 | 0.03 | 00.0 | 17.13 | 23.01 |
| | OTH | 19607 | 369 | 11943 | 10.65 | 60.1 42.03 | 21.16 | 0.87 | 0.11 | 0.24 | 1.22 | 0.24 | 1801.47 | 640.96 |
| | SUM | 1175270 | 39904 | 8000120 | 10.05 | | | | | | | | | |
| | | | 60100 | 0167300 | 00 01 | 03 01 | 100 81 | 2.20 | 0.21 | 0.18 | 2.59 | 0.52 | 497.40 | 4516.38 |
| SCAB SUM | HDT | 422484 | 30182 | 9930/18 | 19.03 | 831 37 | 73 37 | 7.08 | 0.81 | 2.17 | 10.07 | 1.73 | 18372.48 | 21.58 |
| | L&M | 11101977 | 366/42 | 66776/0 | 20.5 | 21.31 | 20 37 | 0.38 | 0.01 | 0.02 | 0.41 | 0.05 | 167.05 | 276.67 |
| | HI O | 11675900 | 400478 | 77991200 | 113.36 | 945.70 | 194.56 | 89'6 | 1.03 | 2.37 | 13.08 | 2.30 | 19036.91 | 4814.62 |
| | : | | | | | | | | | | | | | 1 |
| | | | | | | | | *************************************** | | | | | | |

Banning Area is included in SCAB, not in Coachella Valley
Banning Area is included in SCAB, not in Coachella Valley
SUM = Light & Medium Duty Vehicle + Heavy Duty Truck + Others
L&M = Passenger car + Light Duty Truck (1) & (2) + Medium Duty Truck + Motor Cycle
L&M = Passenger car + Light Duty Truck (1) & (2) + Medium Heavy Duty Truck + Heavy Heavy Duty Truck
OTH = Line Haul Vehicle + School Bus + Urban Bus + Motor Home
NZ0SCAB.pm
NZ0SCAB.pm
NZ0BRDN.SUM
SCAB RZ202 : VOC = 64.18 CO = 701.75 NOx = 60.13 PM10 = 8.98

D:\EmfacBasic\EmfacBurden.vbp - Hong Kim (213) 236-1904 kim@scag.ca.gov Conformity Analysis SCAG

YEAR 2030 - NBannual (30NB.zip)

Run Date: 10/11/05 15:32:23

Season : Annual

Emfac2002 V2.2 Apr 23 2003 ** WIS Enabled ** Scen Year: 2030 -- Model Years: 1985 to 2030

Page (1) 628.08 193.94 577.17 1.22 49.67 0.73 34.01 1030.69 727.83 755.67 305.05 995.95 0.42 5131.74 VEHICLE ON-ROAD EMISSIONS (Emissions in tone, VMT in 1000-miles, Fuel Consumption in 1000-gallons) 6.40 2830.79 296.84 11265.54 115.86 11678.25 3953.79 122.49 2961.97 67.49 2049.78 40.00 562.60 221.97 20808.11 75.77 41.83 1958.00 3838.01 3126.29 20023.52 Gasoline 0.33 1.07 0.03 1.42 0.07 0.36 0.00 0.44 0.12 0.27 0.00 0.40 0.07 0.19 0.00 0.27 SÖX PM2.5sum 1.35 6.60 0.23 8.18 0.30 1.97 0.06 2.34 0.50 1.68 0.04 2.23 0.33 0.97 0.04 1.34 Brake W 0.11 1.28 0.02 1.42 0.02 0.46 0.00 0.50 0.04 0.33 0.00 0.37 0.03 0.24 0.00 0.27 Tire W 0.12 0.48 0.00 0.62 0.02 0.00 0.20 0.04 0.00 0.17 0.03 0.09 0.00 0.12 PM2.5ex 1.12 4.82 0.21 6.14 2.05 8.03 0.33 0.25 1.32 0.05 1.64 0.41 0.03 1.68 0.26 0.66 0.03 0.95 9.79 3.44 1.15 14.37 8.35 7.31 2.67 18.34 67.82 40.44 XON 40.53 292.05 9.16 341.73 9.59 93.27 2.76 66.26 1.87 82.92 9.77 44.53 1.07 55.36 14.77 8 3.15 7.18 0.19 10.51 2.29 12.63 0.29 15.22 8.56 33.38 1.03 42.99 16.07 ROG 6057990 39799565 78598 45936100 8934934 1519739 7483619 9018390 132282 83907800 1679917 16356 15032 7925200 1334389 STARTS 6223003 2076749 1028000 72441032 18466 218031 2416 238912 4128 78733 802 83662 4675 39608 503 44786 6794 55496 764 63055 34063 261509 6541212 96393 6899120 1318430 67483 1222779 28169 40310 89481 1462764 39914 68452 2664206 2772960 292160 486925 11890958 204786 2582700 HDT L&M L&M OTH SUM HDT L&M OTH OTH L&M HDT ORA(SCAB) SBD(SCAB) LOS(SCAB) **SCAB SUM** SUB AREA RIV(SCAB)

L&M = Passenger car + Light Duty Truck(1) & (2) + Medium Duty Truck + Motor Cycle SUM = Light & Medium Duty Vehicle + Heavy Duty Truck + Others Banning Area is included in SCAB, not in Coachella Valley

HDT = Light Heavy Duty Truck (1) & (2) + Medium Heavy Duty Truck + Heavy Heavy Duty Truck OTH = Line Haul Vehicle + School Bus + Urban Bus + Motor Home

TO OFFICE NOx = 32.47CO = 403.22N30SCAB.pm N30BRDN.SUM SCAB R2202 : VOC = 39.54 D:\EmfacBasic\EmfacBurden.vbp - Hong Kim (213) 236-1904 kim@scag.ca.gov Conformity Analysis SCAG

| Total Population Los Angeles County Orange County Riverside County San Bernardino County Ventura County TOTAL | 9576322 2867240 1525315 1695031 758090 16421998 |
|----------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|
| -Total Workers Los Angeles County Orange County Riverside County San Bernardino County Ventura County TOTAL | 4078765 1383655 614719 676330 359204 7112673 |
| -Total Employement Los Angeles County Orange County Riverside County San Bernardino County Ventura County TOTAL | 4447345 1514576 515463 589369 337259 7404012 |
| -Total Household Los Angeles County Orange County Riverside County San Bernardino County Ventura County TOTAL | 3135803 939712 503431 522640 244477 5346063 |
| -Total Person Trips Los Angeles County Orange County Riverside County San Bernardino County Ventura County TOTAL | 32153636 10669848 5228154 5640028 2797439 56489106 |
| -Total Person Trips by Trip type Home Base Work Home Base University Home Base School Home Base Other Other Base Other Work Base Other TOTAL | 9090292 1861244 5245811 22239131 11974061 6078650 56489189 |

-Home To Work/University Mode Choice Drive Alone % Person Trips

8366038 76.392

| Carpool % Person Trips Transit % Person Trips Non-Motorized % Person Trips | 1572766 14.361 527584 4.817 485066 4.429 |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|
| Home-Work Vehicle Person Home-Work Vehicle Driver Average Vehicle Occupancy | 9938802 9016660 1.1023 |
| -Total Person Trips Mode Choice Drive Alone % Person Trips Carpool % Person Trips Transit % Person Trips School Bus % Person Trips Non Motorized % Person Trips | 26990326 47.780 22848017 40.447 1219623 2.159 742246 1.314 4688894 8.301 |
| Total Vehicle Persons Total Vehicle Driver Average Vehicle Occupancy | 49838343 34739205 1.4346 |
| -Daily Transit Boarding Metrolink MTA bus MTA Rail Others Maglev TOTAL | 29585 1283152 211996 732781 2257514 |
| -Average Trip Length Home-To-Work Avg Travel Time Home-To-Work Avg Travel Distance All Trip Type Avg Travel Time All Trip Type Avg Travel Distance | 21.2320 12.5133 13.4917 7.8935 |
| -Avg Travel Speed (Light and Medium | Vehicles) |
| Total Modeling Area (Daily) Avg Mix-Flow Speed Avg HOV Speed Avg Arterial Speed Avg Speed (All Facilities) | 49.7662 52.6685 30.3926 35.3838 |
| SCAB Area (Daily) Avg Mix-Flow Speed Avg HOV Speed | 48.8867 52.6027 |

| Avg Arterial Speed | 29.4061 |
|---------------------------------------------------------------------------------------------------------------|------------------------------------------|
| Total Modeling Area (6-9 AM) Avg Mix Flow Speed Avg Hov Speed Avg Arterial speed Avg Speed (All Facilities) | 46.6389 51.1901 29.1005 33.5780 |
| -Vehicle Miles Traveled (VMT) Light and Medium Duty Vehicle Heavy Duty Truck All Vehicles and trucks | 343169768 27260191 370429958 |
| -Vehicle Hours Traveled (VHT) Light and Medium Duty Vehicle Heavy Duty Truck All Vehicles and trucks | 9698491 620251 10318742 |
| -Vehicle Hours Delayed Light and Medium Duty Vehicle Heavy Duty Truck All Vehicles and trucks | 1476769 100845 1577614 |
| -Air Quality Statistics: Emissions by Tons of ROG By Air-Basin South Coast AB Ventura County | Air Basin 350.540 |

| Total Population Los Angeles County Orange County Riverside County San Bernardino County Ventura County TOTAL | 10711323 3291738 2045211 2032156 865187 18945615 |
|----------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
| -Total Workers Los Angeles County Orange County Riverside County San Bernardino County Ventura County TOTAL | 4499020 1551664 850510 825662 405114 8131970 |
| -Total Employement Los Angeles County Orange County Riverside County San Bernardino County Ventura County TOTAL | 5015790 1749993 715241 764667 381678 8627369 |
| Total Household Los Angeles County Orange County Riverside County San Bernardino County Ventura County TOTAL | 3402537 1033974 678936 610580 275366 6001393 |
| -Total Person Trips Los Angeles County Orange County Riverside County San Bernardino County Ventura County TOTAL | 34474669 11755866 6664306 6473809 3096667 62465318 |
| -Total Person Trips by Trip type Home Base Work Home Base University Home Base School Home Base Other Other Base Other Work Base Other TOTAL | 10038697 2287694 5553078 24562146 13235601 6788180 62465396 |
| -Home To Work/University Mode Choice | |
| Drive Alone | 0000000 |

Drive Alone

% Person Trips

9067330

| Carpool % Person Trips Transit % Person Trips Non-Motorized % Person Trips | 1808504 14.672 753044 6.109 697436 5.658 |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|
| Home-Work Vehicle Person Home-Work Vehicle Driver Average Vehicle Occupancy | 10875833 9810709 1.1086 |
| -Total Person Trips Mode Choice Drive Alone % Person Trips Carpool % Person Trips Transit % Person Trips School Bus % Person Trips Non Motorized % Person Trips | 29171346 46.700 24976623 39.985 1881195 3.012 761013 1.218 5675141 9.085 |
| Total Vehicle Persons Total Vehicle Driver Average Vehicle Occupancy | 54147969 37671461 1.4374 |
| -Daily Transit Boarding Metrolink MTA bus MTA Rail Others Maglev TOTAL | 66572 1917405 313155 1067561 3364693 |
| -Average Trip Length Home-To-Work Avg Travel Time Home-To-Work Avg Travel Distance All Trip Type Avg Travel Time All Trip Type Avg Travel Distance | 20.9556 12.3295 13.4450 7.8983 |
| -Avg Travel Speed (Light and Medium | Vehicles) |
| Total Modeling Area (Daily) Avg Mix-Flow Speed Avg HOV Speed Avg Arterial Speed Avg Speed (All Facilities) | 50.2362 52.9353 30.5155 35.5352 |
| SCAB Area (Daily) Avg Mix-Flow Speed Avg HOV Speed | 49.2588 52.8414 |

| Avg Arterial Speed | 29.4124 |
|-------------------------------------------------------------------------------------------------------------|------------------------------------------|
| Total Modeling Area (6-9 AM) Avg Mix Flow Speed Avg Hov Speed Avg Arterial speed Avg Speed (All Facilities) | 46.5581 51.0685 28.9609 33.4181 |
| -Vehicle Miles Traveled (VMT) Light and Medium Duty Vehicle Heavy Duty Truck All Vehicles and trucks | 369574810 28964031 398538840 |
| -Vehicle Hours Traveled (VHT) Light and Medium Duty Vehicle Heavy Duty Truck All Vehicles and trucks | 10400258 660375 11060633 |
| -Vehicle Hours Delayed Light and Medium Duty Vehicle Heavy Duty Truck All Vehicles and trucks | 1550466 104735 1655201 |

Air Quality Statistics: Emissions by Air Basin Tons of ROG By Air-Basin South Coast AB

| Makal Danulation | |
|-----------------------------------------------------|----------------------|
| -Total Population Los Angeles County | 11483177 |
| Orange County | 3433722 |
| Riverside County | 2608023 |
| San Bernardino County Ventura County | 2370524 |
| TOTAL | 929195 20824641 |
| | |
| -Total Workers Los Angeles County | 4065655 |
| Orange County | 4867685 1632560 |
| Riverside County | 1079787 |
| San Bernardino County | 966212 |
| Ventura County TOTAL | 438415 |
| | 8984659 |
| -Total Employement | |
| Los Angeles County Orange County | 5362879 |
| Riverside County | 1848112 942655 |
| San Bernardino County | 969385 |
| Ventura County TOTAL | 424479 |
| TOTAL | 9547510 |
| -Total Household | |
| Los Angeles County | 3762057 |
| Orange County Riverside County | 1064086 902812 |
| San Bernardino County | 749838 |
| Ventura County | 303602 |
| TOTAL | 6782395 |
| -Total Person Trips | • |
| Los Angeles County | 37397804 |
| Orange County Riverside County | 12270954 |
| San Bernardino County | 8516223 7726383 |
| Ventura County | 3347280 |
| TOTAL | 69258644 |
| -Total Person Trips by Trip type | |
| Home Base Work | 10907792 |
| Home Base University | 2364345 |
| Home Base School Home Base Other | 6213956 |
| Other Base Other | 27426698 14794165 |
| Work Base Other | 7551799 |
| TOTAL | 69258755 |
| | |
| Home He World Heimoneiter Made of | |
| -Home To Work/University Mode Choice Drive Alone | 9750798 |
| % Person Trips | 73.469 |
| | |

| Carpool % Person Trips Transit % Person Trips Non-Motorized % Person Trips | 1896798 14.292 874244 6.587 750187 5.652 |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|
| Home-Work Vehicle Person Home-Work Vehicle Driver Average Vehicle Occupancy | 11647595 10533654 1.1058 |
| -Total Person Trips Mode Choice Drive Alone % Person Trips Carpool % Person Trips Transit % Person Trips School Bus % Person Trips Non Motorized % Person Trips | 32357317 46.720 27550479 39.779 2171176 3.135 816423 1.179 6363249 9.188 |
| Total Vehicle Persons Total Vehicle Driver Average Vehicle Occupancy | 59907796 41710811 1.4363 |
| -Daily Transit Boarding Metrolink MTA bus MTA Rail Others Maglev TOTAL | 83877 2093890 487240 1163386 106480 3934873 |
| -Average Trip Length Home-To-Work Avg Travel Time Home-To-Work Avg Travel Distance All Trip Type Avg Travel Time All Trip Type Avg Travel Distance | 20.7182 12.0654 13.2353 7.6746 |
| -Avg Travel Speed (Light and Medium | Vehicles) |
| Total Modeling Area (Daily) Avg Mix-Flow Speed Avg HOV Speed Avg Arterial Speed Avg Speed (All Facilities) | 49.7815 53.0731 30.2584 34.9990 |
| SCAB Area (Daily) Avg Mix-Flow Speed Avg HOV Speed | 48.7414 52.7577 |

| Avg Arterial Speed | 29.0992 |
|---------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------|
| Total Modeling Area (6-9 AM) Avg Mix Flow Speed Avg Hov Speed Avg Arterial speed Avg Speed (All Facilities) | 46.5040 50.9569 28.6129 32.9496 |
| -Vehicle Miles Traveled (VMT) Light and Medium Duty Vehicle Heavy Duty Truck All Vehicles and trucks | 398648845 34773476 433422321 |
| -Vehicle Hours Traveled (VHT) Light and Medium Duty Vehicle Heavy Duty Truck All Vehicles and trucks | 11390303 797756 12188060 |
| -Vehicle Hours Delayed Light and Medium Duty Vehicle Heavy Duty Truck All Vehicles and trucks | 1756903 134777 1891680 |
| -Air Quality Statistics: Emissions by Tons of ROG By Air-Basin South Coast AB Ventura County Antelope Valley Victor Valley Coachella Valley TOTAL | Air Basin 119.000 6.200 2.120 3.840 2.150 133.31 |
| Tons of CO By Air-Basin South Coast AB Ventura County Antelope Valley Victor Valley Coachella Valley TOTAL | 868.560 39.990 19.980 37.890 22.010 988.43 |
| Tons of NOX By Air-Basin South Coast AB Ventura County Antelope Valley Victor Valley Coachella Valley TOTAL | 206.460 6.880 3.260 10.090 5.260 231.95 |
| Tons of PM10 By Air-Basin South Coast AB Ventura County Antelope Valley Victor Valley | 18.740 .790 .450 .840 |

| | Coachella Valley TOTAL | .550 21.37 |
|---------|-------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|
| Tons of | SOx By Air-Basin South Coast AB Ventura County Antelope Valley Victor Valley Coachella Valley TOTAL | 2.110 .090 .050 .100 .060 2.41 |
| GASOLIN | E in 1000 Gallons of South Coast AB Ventura County Antelope Valley Victor Valley Coachella Valley TOTAL | By Air-Basin 17118.230 903.700 486.440 727.320 526.300 19762 |
| DIESEL | in 1000 Gallons By South Coast AB Ventura County Antelope Valley Victor Valley Coachella Valley TOTAL | y Air-Basin 4860.560 128.210 68.710 246.860 131.660 5436 |

| -Total Population | |
|-----------------------------------------|---------------------|
| Los Angeles County | 12196590 |
| Orange County | 3552955 |
| Riverside County | 3110387 |
| San Bernardino County | 2686063 |
| Ventura County TOTAL | 989771 |
| IOIAB | 22535766 |
| -Total Workers | |
| Los Angeles County | 5210346 |
| Orange County | 1701552 |
| Riverside County | 1280466 |
| San Bernardino County | 1097783 |
| Ventura County TOTAL | 469998 |
| IOIAH | 9760145 |
| -Total Employement | |
| Los Angeles County | 5656758 |
| Orange County | 1921795 |
| Riverside County | 1174109 |
| San Bernardino County | 1175961 |
| Ventura County TOTAL | 465497 10394120 |
| · | 10394120 |
| -Total Household | |
| Los Angeles County | 4118181 |
| Orange County | 1098477 |
| Riverside County | 1124411 |
| San Bernardino County Ventura County | 890967 |
| TOTAL | 332115 7564151 |
| 1011111 | /304131 |
| -Total Person Trips | |
| Los Angeles County | 40170427 |
| Orange County | 12677725 |
| Riverside County | 10322321 |
| San Bernardino County Ventura County | 8843668 |
| TOTAL | 3621615 75635757 |
| 2021111 | 75055757 |
| -Total Person Trips by Trip type | |
| Home Base Work | 11643519 |
| Home Base University | 2440866 |
| Home Base School | 6873343 |
| Home Base Other Other Base Other | 30100825 |
| Work Base Other | 16280651 |
| TOTAL | 8296683 75635887 |
| IOIAI | /263288/ |
| | |
| -Home To Work/University Mode Choice | |
| Drive Alone | 10295251 |
| % Person Trips | 73.098 |

| Carpool % Person Trips Transit % Person Trips Non-Motorized % Person Trips | 1947277 13.826 1049147 7.449 792582 5.627 |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|
| Home-Work Vehicle Person Home-Work Vehicle Driver Average Vehicle Occupancy | 12242526 11102494 1.1027 |
| -Total Person Trips Mode Choice Drive Alone % Person Trips Carpool % Person Trips Transit % Person Trips School Bus % Person Trips Non Motorized % Person Trips | 35302362 46.674 29946970 39.594 2535466 3.352 870265 1.151 6980695 9.229 |
| Total Vehicle Persons Total Vehicle Driver Average Vehicle Occupancy | 65249331 45425978 1.4364 |
| -Daily Transit Boarding Metrolink MTA bus MTA Rail Others Maglev TOTAL | 101100 2229148 641751 1334329 381441 4687769 |
| -Average Trip Length Home-To-Work Avg Travel Time Home-To-Work Avg Travel Distance All Trip Type Avg Travel Time All Trip Type Avg Travel Distance | 20.7849 12.0435 13.2841 7.6567 |
| -Avg Travel Speed (Light and Medium | Vehicles) |
| Total Modeling Area (Daily) Avg Mix-Flow Speed Avg HOV Speed Avg Arterial Speed Avg Speed (All Facilities) | 49.6026 52.4633 29.8075 34.6119 |
| SCAB Area (Daily) Avg Mix-Flow Speed Avg HOV Speed | 48.5279 52.1935 |

| Avg Arterial Speed | 28.6304 |
|-------------------------------------------------------------------------------------------------------------|------------------------------------------|
| Total Modeling Area (6-9 AM) Avg Mix Flow Speed Avg Hov Speed Avg Arterial speed Avg Speed (All Facilities) | 46.5477 51.1098 28.0396 32.5494 |
| -Vehicle Miles Traveled (VMT) Light and Medium Duty Vehicle Heavy Duty Truck All Vehicles and trucks | 431796436 40806707 472603144 |
| -Vehicle Hours Traveled (VHT) Light and Medium Duty Vehicle Heavy Duty Truck All Vehicles and trucks | 12475358 940672 13416030 |
| -Vehicle Hours Delayed Light and Medium Duty Vehicle Heavy Duty Truck All Vehicles and trucks | 2012676 164719 2177395 |

-Air Quality Statistics: Emissions by Air Basin (1) Tons of ROG By Air-Basin South Coast AB

DATE:

February 2, 2006

TO:

Regional Council

FROM:

Jessica Kirchner, Associate Regional Planner, (213)236-1983, kirchner@scag.ca.gov

SUBJECT:

Conformity Determination and PEIR Addendum for the Amendment to the 2004 Regional

Transportation Plan (RTP) and 2004 Regional Transportation Improvement Program

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:

Approve the conformity determination and PEIR Addendum for the 2004 RTP/RTIP Amendment.

(TCC is recommending adoption of Resolutions 06-461-3 and 06-471-4)

SUMMARY:

The EEC released the Draft PEIR and conformity determination for public review and comment on December 1, 2005. The public comment period closed on January 6, 2006. A public hearing was held at SCAG on January 5, 2006. The Transportation Conformity Working Group discussed the item on October 25, 2005 and November 22, 2005. Additionally, the RTP/RTIP Amendment will be discussed at a meeting a meeting of the Regional Transportation Agencies Coalition (RTAC) on January 18, 2006.

BACKGROUND:

The Orange County Transportation Authority (OCTA) has requested that SCAG amend the 2004 RTP and 2004 RTIP to do the following:

- Replace the planned CenterLine light rail and Yorba Linda Metrolink Station projects with a combination of bus rapid transit, commuter rail, local shuttle, and carpool operation improvement projects, and
- Revise the scope of the SR-241/Foothill South toll road project.

The CenterLine and Yorba Linda amendments are requested to fulfill the TCM substitution process. Additionally, the CenterLine action is requested so that OCTA can redirect funds currently programmed for the CenterLine towards the replacement projects before such funds are lost due to the state's timely use provisions. The Foothill-South amendment is requested to facilitate action on a Record of Decision by the Federal Highway Administration.

SCAG received two written comments on the Draft Amendment and they are summarized below.



| Name, Organization, Address | Comments | SCAG Response |
|----------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Michael Brady California Department of Transportation DOTP-ORIP Air Quality/Conformity Coordinator mike_brady@dot.ca.gov | The "improve Orange Line Metrolink service" item should be described in a little more detail. What's the delivery timeframe and has BNSF/Metrolink been consulted? Does Metrolink and/or BNSF have the capacity to deliver increased service in that timeframe, and what was assumed in terms of increased service in the conformity analysis? | The Metrolink portion of the TCM substitution entails a 50% improvement in headways for both peak and off-peak service on the IEOC line between San Bernardino and San Juan Capistrano, and on the 91 line between Riverside and Union Station. The project description on page 2 of the Amendment has been updated to clarify this. All of the CenterLine substitution projects are assumed to be in place by 2010. OCTA is working closely with Metrolink to implement the TCM substitution (see Attachment E). |
| Dennis Wade Air Pollution Specialist California Air Resources Board Planning and Technical Support dwade@arb.ca.gov | The ratios to estimate the additional benefit of directing 20% of the vehicles to test only are: ROG 0.996, NOx 0.997. These are annual estimates for calendar year 2002 for the South Coast Air Basin. | SCAG has updated its calculation of NOx for I/M credit using the following: 1 – 0.997 = 0.003, based upon the information provided by the Air Resources Board. The updated numbers for year 2002 are reflected on page 15 of the Amendment. The revisions do not change either the conclusions of the analysis or the conformity determination. |

FISCAL IMPACT:

Funds for the RTP and RTIP development are included in the FY 05/06 Overall Work Program.



DATE:

January 5, 2005

TO:

Regional Council

FROM:

Energy and Environment Committee

Jacob Lieb, Acting Lead Regional Planner, (213) 236-1921, lieb@scag.ca.gov

SUBJECT:

Renew LA

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:

Authorize staff to send a letter in support of the Renew LA concept.

SUMMARY

The Renew LA program is a proposed effort led by Councilman Greig Smith to develop Conversion Technologies for Solid Waste in the City of Los Angeles. The Regional Council has taken various positions in support of conversion technologies. The Energy and Environment Committee has recommended that the Regional Council send a letter to the City of Los Angeles in support of the Renew LA concept.

BACKGROUND:

Solid Waste management and disposal continues to be a serious issue facing the Southern California region. At present, there is not sufficient land fill capacity to meet needs associated with anticipated growth. At the same time, siting new landfill facilities is increasingly difficult due to neighborhood concerns.

Conversion technologies, which convert solid waste to usable materials, including waste to energy present an opportunity for innovative solutions to waste disposal. The City of Los Angeles, through the Renew LA program, proposes a long term action plan, including policy, technology development, and best practices to move from waste disposal to resource recovery.

In discussion on this item on January 5, the Energy and Environment Committee (EEC), while generally supportive of Renew LA, expressed concern that any eventual SCAG position should be clearly construed as encouragement to the City of Los Angeles in pursuing program basic concepts, rather than advocating any specific action for the City. Further, the Committee expressed that while the City may choose to pursue more ambitious solid waste diversion goals, that the State should not increase diversion requirements for other jurisdictions. The Committee directed staff to circulate a draft letter to members of the Solid Waste Task Force to ensure that any SCAG support for Renew LA is expressed accurately.

FISCAL IMPACT:

There is no fiscal impact associated with the recommended action. SCAG's activities in solid waste planning are included in the Overall Work Program as part of the Regional Comprehensive Plan (06-035.scgs1)

Attachment:

Draft support letter



January 11, 2006

Honorable Antonio Villaraigosa Los Angeles City Mayor 200 North Spring Street, Room 303 Los Angeles, CA 90012

Councilman Eric Garcetti Los Angeles City Council, President 200 North Spring Street, Room 470 Los Angeles, CA 90012

Subject:

Support for RENEW L.A.

Dear Mayor Villaraigosa and President Garcetti,

The Southern California Association of Governments (SCAG) is pleased to support the concept included in the *Recovering Energy, National Resources, and Economics Benefit from Waste in Los Angeles*, presented by Councilman Greig Smith. Our Association has a strong interest in the development of conversion technologies to both serve energy needs and manage waste streams.

SCAG has a commitment to environmental policy and planning, including solid waste issues. SCAG is currently updating its Regional Comprehensive Plan, in which it will feature a Solid and Hazardous Waste chapter. The chapter will present data on solid waste generation, recycling, conversion and disposal, and will provided an action plan to help implement policies. The Association also has a Solid Waste Task Force which I chair, that serves as an open forum for local government and community stakeholders. The RENEW L.A. program has the potential to serve as a model for our efforts and for cities around the region. We look forward to working with you in advancing the program's goals.

The primary purpose of Southern California Association of Government is transportation planning. At the same time, the Association has a commitment to good environmental stewardship. Therefore, we foster cooperation and information sharing among State, regional and local governments on solid waste management issues. While we applaud the City of Los Angeles for undertaking ambitious goals in solid waste reform, we want to emphasize that our support should not be construed as support for higher state diversion mandates.

We thank for your leadership on this issue. If there is anything we can do to be of assistance, please do not hesitate to contact me, or Carolina Morgan of SCAG staff at (213) 236-1923.

Sincerely,

Councilmember Toni Young, City of Port Hueneme President, Southern California Association of Governments

cc: Councilman Ed Reyes

Councilwoman Wendy Greuel

Councilman Dennis P. Zine

Councilman Tom LaBonge

Councilman Jack Weiss

Councilman Tony Cardenas

Councilman Alex Padilla

Councilman Bernard Parks

Councilwoman Jan Perry

Councilman Herb J. Wesson, Jr.

Councilman Bill Rosendahl

Councilman Greig Smith

Councilman José Huizar

Councilwoman Janice Hahn

Frank Martinez, Los Angeles City Clerk (Council File No. 05-1273-S1)

Rita Robinson, Bureau of Sanitation, General Manager

DATE:

February 2, 2006

TO:

Regional Council

FROM:

Naresh Amatya, Lead Regional Planner, 213-236-1885, amatya@scag.ca.gov

Philip Law, Acting Senior Regional Planner, 213-236-1841, law@scag.ca.gov

SUBJECT:

Final Amendments to the 2004 Regional Transportation Plan (RTP) and 2004 Regional

Transportation Improvement Program (RTIP)

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:

Adopt Resolution #06-471-3 to amend the 2004 Regional Transportation Plan (RTP) and authorize staff to forward the Amendment to the state and federal agencies for their review and approval.

Adopt Resolution #06-471-4 to amend the 2004 Regional Transportation Improvement Program (RTIP) and authorize staff to forward the Amendment to the state and federal agencies for their review and approval.

SUMMARY:

The TCC released the Draft Amendments for public review and comment on December 1, 2005. The public comment period closed on January 6, 2006. A public hearing was held at SCAG on January 5, 2006. Additionally, an RTAC meeting was scheduled for January 18, 2006 to discuss the Amendment and fulfill the AB 1246 interagency consultation process.

SCAG received two written comments on the Draft Amendments and they are summarized below.

| Name, Organization, Address | Comments | SCAG Response |
|----------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Michael Brady California Department of Transportation DOTP-ORIP Air Quality/Conformity Coordinator mike_brady@dot.ca.gov | The "improve Orange Line Metrolink service" item should be described in a little more detail. What's the delivery timeframe and has BNSF/Metrolink been consulted? Does Metrolink and/or BNSF have the capacity to deliver increased service in that timeframe, and what was assumed in terms of increased service in the conformity analysis? | The Metrolink portion of the TCM substitution entails a 50% improvement in headways for both peak and off-peak service on the IEOC line between San Bernardino and San Juan Capistrano, and on the 91 line between Riverside and Union Station. The project description on page 2 of the Amendment has been updated to clarify this. All of the CenterLine substitution projects are assumed to be in place by 2010. OCTA is working closely with Metrolink to implement the TCM substitution (see Attachment E). |
| | | |

| Name, Organization, Address | Comments | SCAG Response |
|--------------------------------|-----------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|
| Dennis Wade | The ratios to estimate the additional benefit of directing 20% of the | SCAG has updated its calculation of NOx for I/M credit using the |
| Air Pollution Specialist | vehicles to test only are: ROG | following: $1 - 0.997 = 0.003$, based |
| California Air Resources | 0.996, NOx 0.997. These are annual | upon the information provided by the |
| Board | estimates for calendar year 2002 for | Air Resources Board. |
| Planning and Technical | the South Coast Air Basin. | |
| Support | | The updated numbers for year 2002 are reflected on page 15 of the |
| dwade@arb.ca.gov | | Amendment. The revisions do not change either the conclusions of the analysis or the conformity determination. |

BACKGROUND:

The Orange County Transportation Authority (OCTA) has requested that SCAG amend the 2004 RTP and 2004 RTIP to do the following:

- Replace the planned CenterLine light rail and Yorba Linda Metrolink Station projects with a combination of bus rapid transit, commuter rail, local shuttle, and carpool operation improvement projects, and
- Revise the scope of the SR-241/Foothill South toll road project.

The CenterLine and Yorba Linda amendments are requested to fulfill the TCM substitution process. Additionally, the CenterLine action is requested so that OCTA can redirect funds currently programmed for the CenterLine towards the replacement projects before such funds are lost due to the state's timely use provisions. The Foothill-South amendment is requested to facilitate action on a Record of Decision by the Federal Highway Administration.

FISCAL IMPACT:

Funds for the RTP and RTIP development are included in the FY 05/06 Overall Work Program.



RESOLUTION No. 06-471-3

RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS TO ADOPT THE 2004 REGIONAL TRANSPORTATION PLAN AMENDMENT IN ACCORDANCE WITH STATE AND FEDERAL REQUIREMENTS

WHEREAS, the Southern California Association of Governments (SCAG) is a Joint Powers Agency established pursuant to Section 6502 et seq. of the California Government Code:

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) pursuant to 23 U.S.C. §134(d) for the counties of Los Angeles, Riverside, San Bernardino, Ventura, Orange, and Imperial, and as such is responsible for developing a Regional Transportation Plan pursuant to 23 U.S.C. §134 et seq., 49 U.S.C. §5303 et seq., and 23 C.F.R. §450.312;

WHEREAS, SCAG is the designated Regional Transportation Planning Agency (RTPA) under state law, and as such is responsible for preparing, adopting, and updating a regional transportation plan pursuant to Government Code Sections 65080 et seq.;

WHEREAS, the projects included in the RTP must be based on the continuing, cooperative, and comprehensive transportation planning process mandated by 23 U.S.C. §134(c)(3) and 23 C.F.R. §450.312;

WHEREAS, pursuant to 23 C.F.R. §450.316(b)(1)(iv), SCAG must provide adequate public notice of public involvement activities and time for public review and comment at key decision points, including approval of plans and transportation improvement programs (in nonattainment areas, classified as serious and above, the comment period shall be at least 30 days for the plan, transportation improvement program and major amendment(s));

WHEREAS, Section 130252(a) of the California Public Utilities Code prohibits county transportation commissions from approving any plan proposed for the design, construction, and implementation of public mass transit systems or projects, including federal-aid and state highway projects, which do not conform to the adopted Regional Transportation Plan;

WHEREAS, on April 1, 2004, SCAG approved and adopted the 2004 Regional Transportation Plan (RTP);

WHEREAS, on June 7, 2004 the federal agencies found that the 2004 RTP conforms to the applicable state implementation plan;

WHEREAS, on or about November 30, 2005, the Orange County Transportation Authority (OCTA) requested that SCAG amend the 2004 RTP and 2004 Regional Transportation Improvement Program (RTIP) to replace the planned CenterLine light rail project and Yorba Linda Metrolink Station, which are both Transportation Control Measures (TCMs), with a combination of bus rapid transit, commuter rail, local shuttle, and carpool operational improvement projects, and to revise the scope of the Foothill Transportation Corridor-South/SR-241 toll road project;

WHEREAS, specifically, the 2004 RTP and RTIP amendments would reduce the number of lanes in each direction from four lanes to three lanes on the proposed future extension of Foothill Transportation Corridor South/SR-241 from its current terminus at Oso Parkway to Interstate 5 near San Clemente; and would delete the CenterLine light rail project and Yorba Linda Metrolink Station in their entirety from the 2004 RTP and 2004 RTIP and add four substitute TCMs in their place, as follows:

- Bus Rapid Transit: A 28-mile bus rapid transit line connecting the Brea Mall to the Irvine Transportation Center via State College Blvd. and Bristol St.,
- Metrolink Service Expansion: Enhanced service on the Inland Empire-Orange County line and 91 line,
- Irvine Business Center shuttle: CNG-fueled shuttle vehicles connecting John Wayne Airport to the Irvine Business Center, and
- Free 3+ HOV on the 91 Express Lanes: Free access to the SR-91 Express toll lanes will be provided to 3+ carpools, from SR-55 to the Orange County/Riverside County line.

WHEREAS, specifically, the 2004 RTP and RTIP amendments on or about December 1, SCAG staff prepared the "Draft 2004 Regional Transportation Plan Amendment and 2004 Regional Transportation Improvement Program Amendment" ("RTP/RTIP Amendments"), including the staff findings, in order to address the project modifications requested by OCTA; and staff presented the Draft RTP/RTIP Amendments at meetings of Transportation and Communications Committee (TCC) and the Energy and Environment Committee (EEC);

WHEREAS, on December 1, 2005, TCC approved release for 30-day public review and comment of the Draft RTP/RTIP Amendments and EEC approved release of the conformity determination and Program Environmental Impact Report (PEIR) Addendum for the Draft RTP/RTIP Amendments;

WHEREAS, on December 1, 2005, SCAG posted the Notice of Availability of Resolution #06-471-3
Page 2

the Draft 2004 RTP/RTIP Amendments and Public Hearing in major newspapers as well as SCAG's website, and held a public hearing on January 5, 2005 to solicit input from all interested parties; and

WHEREAS, SCAG received written comments and provided written responses on the Draft RTP/RTIP Amendments, which are incorporated into the Final RTP/RTIP Amendments;

WHEREAS, on January 18, 2005, SCAG presented the Draft RTP/RTIP Amendments for review and discussion to the Regional Transportation Agencies Coalition, which is the forum for carrying out requirements of the Public Utilities Code §130000 et seq. ("AB 1246 process");

WHEREAS, amendments to the RTP must be consistent with the December 1999 RTP Guidelines and 2003 Supplement to the RTP Guidelines prepared by the California Transportation Commission;

WHEREAS, the 2004 RTP Amendment must be consistent with all other applicable provisions of federal and state law including:

- (1) 23 U.S.C. §134 et seq.;
- (2) The metropolitan planning regulations at 23 C.F.R. Part 450, Subpart C;
- (3) Government Code §65080 et seq.;
- (4) §§174 and 176(c) and (d) of the Federal Clean Air Act [42 U.S.C. §§7504 and 7506(c) and (d)];
- (5) Title VI of the 1964 Civil Rights Act and the Title VI assurance executed by the State pursuant to 23 U.S.C. §324;
- (6) The Department of Transportation's Final Environmental Justice Strategy (60 Fed. Reg. 33896 (June 29, 1995)) enacted pursuant to Executive Order 12898, which seeks to avoid disproportionately high and adverse impacts on minority and low-income populations with respect to human health and the environment; and
- (7) Title II of the 1990 Americans with Disabilities Act (42 U.S.C. §§12101 et seq.) and accompanying regulations at 49 C.F.R. §27, 37, and 38;

WHEREAS, pursuant to Section 176(c) of the Federal Clean Air Act (42 U.S.C. §7506(c)), no project may receive Federal funding unless it comes from a Regional Transportation Plan (RTP) which has been found to conform to the applicable State



Implementation Plan;

WHEREAS, as required by 23 C.F.R. §450.322(d), in nonattainment and maintenance areas for transportation-related pollutants, SCAG, the FHWA and the FTA must make a conformity determination on any RTP updates or amendments in accordance with the requirements of the Federal Clean Air Act (42 U.S.C. §§7401 et seq.) and the Environmental Protection Agency (EPA) conformity regulations found at 40 C.F.R. Part 51;

WHEREAS, replacement of the two TCM projects, the CenterLine and the Yorba Linda Station (the SR-241 has a TCM component that will not be affected by the proposed changes) must follow the substitution protocol specified in the federally approved Air Quality Management Plan/State Implementation Plan (AQMP/SIP);

WHEREAS, SCAG has followed the federally approved process for TCM substitution; and compliance with TCM substitution criteria and procedures is fully described in the RTP Amendment, Attachment B, "OCTA TCM Replacement Report;"

WHEREAS, with approval of the RTP/RTIP Amendments, all South Coast Air Basin TCM projects in the federally approved conforming 2004 RTP and 2004 RTIP are given funding priority and are on schedule for timely implementation;

WHEREAS, both the 2004 RTP and 2004 RTIP remain financially constrained for all fiscal years after the project deletions, additions, and scope changes described in the RTP Amendment;

WHEREAS, in accordance with the interagency consultation requirements, 40 C.F.R. 93.105, SCAG consulted with the respective transportation and air quality planning agencies, which involved discussions of the proposed substitution of the Centerline and Yorba Linda Station at meetings of the Transportation Conformity Working Group (which is a forum for implementing the interagency consultation requirements) on three occasions (September 22, 2005, October 25, 2005, and November 22, 2005), and the draft amendments to the 2004 RTP and RTIP underwent the required public review and comment process;

WHEREAS, SCAG is required to comply with the California Environmental Quality Act ("CEQA") [Cal. Pub. Res. Code § 21000 et seq.] in amending the Regional Transportation Plan;

WHEREAS, SCAG adopted and certified the PEIR to the 2004 RTP in April 2004;

WHEREAS, when an EIR has been certified and the project is modified or otherwise changed after certification, then additional CEQA review may be necessary. The key considerations in determining the need for and appropriate type of additional

CEQA review are outlined in Section 21166 of the Public Resources Code (CEQA) and *CEQA Guidelines* Sections 15162, 15163, and 15164 (Cal. Administrative Code, Title 14, Section 15000 et seq.);

WHEREAS, an Addendum may be prepared by the Lead Agency that prepared the original EIR if some changes or additions are necessary, but none of the conditions have occurred requiring preparation of a Subsequent EIR (Section 15164(a));

WHEREAS, for the reasons set forth in the Addendum to the 2004 PEIR, SCAG determined that an Addendum to the 2004 PEIR is the appropriate CEQA document because the proposed changes to the 2004 RTP do not meet the conditions of Section 15162(a) for preparation of a Subsequent EIR;

WHEREAS, SCAG prepared an Addendum to the 2004 PEIR, which is included in the 2004 RTP Amendment, in order to address the modifications to the 2004 RTP requested by OCTA;

WHEREAS, SCAG determined that adoption of the proposed RTP Amendment would not result in either new environmental significant effects or a substantial increase in the severity of previously identified significant effects;

NOW, THEREFORE BE IT RESOLVED that:

- 1. The Southern California Association of Governments finds and adopts as follows:
 - a. The 2004 RTP Amendment complies with all applicable federal and state requirements;
 - In developing the 2004 RTP Amendment, SCAG has conducted proactive public involvement and interagency consultation processes, and met with the county transportation commissions and Caltrans pursuant to the AB 1246 process;
 - c. The 2004 RTP Amendment complies with the substitution process specified in the federally approved, applicable Air Quality Management Plan/State Implementation Plan; and
 - d. Upon approval of the RTP Amendment and the RTIP Amendment (pursuant to separate resolution No. 06-471-3), all South Coast Air Basin TCM projects in the federally approved conforming 2004 RTP and 2004 RTIP are given funding priority and are on schedule for timely implementation.
 - e. The 2004 RTP as amended has been found to conform to the applicable State Implementation Plan in accordance with the Clean Air Act and EPA

conformity regulations; and

- f. Proposed changes to the 2004 RTP as expressed in the 2004 RTP Amendment are not substantial changes which would require major revisions to the PEIR. The Addendum to the PEIR for the 2004 RTP fulfills SCAG's requirements for CEQA compliance, thus, no further CEQA document is required.
- 2. Incorporating all the foregoing recitals and findings, the Regional Council hereby approves and adopts the Final 2004 RTP Amendment, including the staff findings.
- 3. SCAG's Executive Director or his designee is authorized to transmit the 2004 RTP Amendment and its conformity findings to the Federal Transit Administration and the Federal Highway Administration to make the final conformity determination in accordance with the Federal Clean Air Act and EPA Transportation Conformity Rule at 40 C.F.R Parts 51 and 93.

Approved at a regular meeting of the Regional Council of the Southern California Association of Governments on this 2nd day of February 2006.

| TONI YOUNG |
|-------------------------------------|
| President, SCAG |
| Councilmember, City of Port Hueneme |
| Attest: |
| |
| MARK A. PISANO |
| Executive Director |
| Executive Director |
| Approved as to Form: |
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| |
| |
| KAREN TACHIKI |
| Chief Counsel |
| |
| Resolution #06-471-3 |

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RESOLUTION No. 06-471-4

RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS TO ADOPT THE FY 2004/05- 2009/10 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT IN ACCORDANCE WITH STATE AND FEDERAL REQUIREMENTS

WHEREAS, the Southern California Association of Governments (SCAG) is a Joint Powers Agency established pursuant to Section 6502 et seq. of the California Government Code;

WHEREAS, SCAG is the designated Metropolitan Planning Organization (MPO) pursuant to 23 U.S.C. §134(d) for the counties of Los Angeles, Riverside, San Bernardino, Ventura, Orange, and Imperial, and as such is responsible for developing a Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP) pursuant to 23 U.S.C. §134 et seq., 49 U.S.C. §5303 et seq., and 23 C.F.R. §450.312;

WHEREAS, SCAG is the designated Regional Transportation Planning Agency (RTPA) under state law, and as such is responsible for preparing, adopting, and updating a regional transportation plan and transportation improvement program pursuant to Government Code Sections 65080 and 65082 respectively;

WHEREAS, the projects included in the RTP must be based on the continuing, cooperative, and comprehensive transportation planning process mandated by 23 U.S.C. §134(c)(3) and 23 C.F.R. §450.312;

WHEREAS, each project in the RTIP must be consistent with the RTP, as required by 23 U.S.C. §134(j)(2)(C) and 23 CFR 450.324(f)(2);

WHEREAS, SCAG approved and adopted the Fiscal Year (FY) 2004/05 - 2009/10 Regional Transportation Improvement Program (2004 RTIP) on September 2, 2004:

WHEREAS, on October 4, 2004 the federal agencies approved the 2004 RTIP;

WHEREAS, the 2004 RTIP is a staged, multiyear, intermodal program of transportation projects which covers six fiscal years and includes a priority list of projects to be carried out in the first three fiscal years (2004/05, 2005/06 and 2006/07) and for informational purposes a prior year of obligated funds;

WHEREAS, 42 U.S.C. § 7506(c)(1) requires SCAG's 2004 RTIP Amendment conform to the applicable State Implementation Plan (SIP) developed for the federal non-attainment and maintenance areas;

WHEREAS, pursuant to 23 C.F.R. §450.316(b)(1)(iv), SCAG must provide adequate public notice of public involvement activities and time for public review and comment at key decision points, including approval of plans and transportation improvement programs (in nonattainment areas, classified as serious and above, the comment period shall be at least 30 days for the plan, transportation improvement program and major amendment(s));

WHEREAS, a public hearing was conducted on January 5, 2006 on the Draft 2004 RTP and RTIP Amendments at the Southern California Association of Governments in Los Angeles County, after notice was provided for such hearings by publication pursuant § 65080.5 of the California Government Code;

WHEREAS, on or about November 30, 2005, the Orange County Transportation Authority (OCTA) requested that SCAG amend the 2004 RTP and 2004 Regional Transportation Improvement Program (RTIP) to replace the planned CenterLine light rail project and Yorba Linda Metrolink Station, which are both Transportation Control Measures (TCMs), with a combination of bus rapid transit, commuter rail, local shuttle, and carpool operational improvement projects, and to revise the scope of the Foothill Transportation Corridor-South/SR-241 toll road project;

WHEREAS, specifically, the 2004 RTP and RTIP amendments would reduce the number of lanes in each direction from four lanes to three lanes on the proposed future extension of Foothill Transportation Corridor South/SR-241 from its current terminus at Oso Parkway to Interstate 5 near San Clemente; and would delete the CenterLine light rail project and Yorba Linda Metrolink Station in their entirety from the 2004 RTP and 2004 RTIP and add four substitute TCMs in their place, as follows:

- Bus Rapid Transit: A 28-mile bus rapid transit line connecting the Brea Mall to the Irvine Transportation Center via State College Blvd. and Bristol St.,
- Metrolink Service Expansion: Enhanced service on the Inland Empire-Orange County line and 91 line,
- Irvine Business Center shuttle: CNG-fueled shuttle vehicles connecting John Wayne Airport to the Irvine Business Center, and

• Free 3+ HOV on the 91 Express Lanes: Free access to the SR-91 Express toll lanes will be provided to 3+ carpools, from SR-55 to the Orange County/Riverside County line.

WHEREAS, on or about December 1, SCAG staff prepared the "Draft 2004 Regional Transportation Plan Amendment and 2004 Regional Transportation Improvement Program Amendment" ("RTP/RTIP Amendments"), including the staff findings, in order to address the project modifications requested by OCTA; and staff presented such amendments at meetings of Transportation and Communications Committee (TCC) and the Energy and Environment Committee (EEC);

WHEREAS, on December 1, 2005, TCC approved release for 30-day public review and comment of the Draft RTP/RTIP Amendments and EEC approved release of the conformity determination and Program Environmental Impact Report (PEIR) Addendum for the Draft RTP/RTIP Amendments;

WHEREAS, on December 1, 2005, SCAG posted the Notice of Availability of the Draft RTP/RTIP Amendments and Public Hearing in major newspapers as well as SCAG's website, and held a public hearing on January 5, 2005 to solicit input from all interested parties;

WHEREAS, SCAG received written comments and provided written responses on the Draft RTP/RTIP Amendments, which are incorporated into the Final 2004 RTP/RTIP Amendments;

WHEREAS, on January 18, 2005, SCAG presented the Draft RTP/RTIP Amendments for review and discussion to the Regional Transportation Agencies Coalition, which is the forum for carrying out requirements of the Public Utilities Code §130000 et seq. ("AB 1246 process");

WHEREAS, replacement of the two TCM projects, the CenterLine and the Yorba Linda Station (the SR-241 has a TCM component that will not be affected by the proposed changes) must follow the substitution protocol specified in the federally approved Air Quality Management Plan/State Implementation Plan (AQMP/SIP);

WHEREAS, SCAG has followed the federally approved process for TCM substitution; and compliance with TCM substitution criteria and procedures is fully described in the RTP/RTIP Amendment, Attachment B, "OCTA TCM Replacement Report;"

WHEREAS, OCTA will fully fund the \$246 million package of replacement

projects by reallocating revenues currently programmed for the Centerline project;

WHEREAS, with approval of the RTP/RTIP Amendments, all South Coast Air Basin TCM projects in the federally approved conforming 2004 RTP and 2004 RTIP are given funding priority and are on schedule for timely implementation;

WHEREAS, both the 2004 RTP and 2004 RTIP remain financially constrained for all fiscal years after the project deletions, additions, and scope changes described in the RTP/RTIP Amendments;

WHEREAS, in accordance with the interagency consultation requirements, 40 C.F.R. 93.105, SCAG consulted with the respective transportation and air quality planning agencies, which involved discussions of the proposed substitution of the Centerline and Yorba Linda Station at meetings of the Transportation Conformity Working Group (which is a forum for implementing the interagency consultation requirements) on three occasions (September 22, 2005, October 25, 2005, and November 22, 2005), and the draft amendments to the 2004 RTP and RTIP underwent the required public review and comment process;

WHEREAS, the 2004 RTIP Amendment was found to conform to the applicable SIP for the South Coast Air Basin;

WHEREAS, the 2004 RTIP Amendment is consistent with emissions budgets established in the applicable SIP, as required by Federal regulations at 40 CFR Parts 51 and 93;

WHEREAS, the 2004 RTIP Amendment must be consistent with all other applicable provisions of federal and state law including:

- (1) 23 U.S.C. §134 et seq.;
- (2) The metropolitan planning regulations at 23 C.F.R. Part 450, Subpart C;
- (3) Government Code §65080 et seq.;
- (4) §§174 and 176(c) and (d) of the Federal Clean Air Act [42 U.S.C. §§7504 and 7506(c) and (d)];
- (5) Title VI of the 1964 Civil Rights Act and the Title VI assurance executed by the State pursuant to 23 U.S.C. §324;

- (6) The Department of Transportation's Final Environmental Justice Strategy (60 Fed. Reg. 33896 (June 29, 1995)) enacted pursuant to Executive Order 12898, which seeks to avoid disproportionately high and adverse impacts on minority and low-income populations with respect to human health and the environment:
- (7) 49 C.F.R. Part 26 regarding the participation of disadvantaged business enterprises in FHWA and FTA funded planning projects; and
- (8) Title II of the 1990 Americans with Disabilities Act (42 U.S.C. §§12101 et seq.) and accompanying regulations at 49 C.F.R. §27, 37, and 38;

NOW, THEREFORE BE IT RESOLVED that

- (1) Southern California Association of Governments finds as follows:
 - (a) The 2004 RTIP Amendment complies with all applicable federal and state laws and guidelines;
 - (b) In developing the 2004 RTIP Amendment, SCAG has conducted proactive public involvement and interagency consultation processes;
 - (c) The 2004 RTIP Amendment implements and is consistent with the adopted 2004 RTP as amended;
 - (d) The 2004 RTIP Amendment is consistent and conforms with the applicable SIP as required by 42 U.S.C. § 7506(c)(1) and accompanying EPA regulations at 40 CFR § 51 and 93;
 - (e) The 2004 RTIP Amendment complies with the substitution process specified in the federally approved, applicable Air Quality Management Plan/State Implementation Plan; and
 - (f) Upon approval of the RTP Amendment (pursuant to separate resolution No. 06-471-4) and the RTIP Amendment, all South Coast Air Basin TCM projects in

the federally approved conforming 2004 RTP and 2004 RTIP are given funding priority and are on schedule for timely implementation.

- (2) The Regional Council hereby adopts the 2004 RTIP Amendment in the SCAG region, which recognizes the following:
 - (a) The 2004 RTIP Amendment does not preclude any future additional amendments which may become necessary;
 - (b) The 2004 RTIP Amendment constitutes endorsement for the purpose of Executive Order 12372 and 23 U.S.C. § 105;
 - (c) The 2004 RTIP will, upon approval of FHWA and FTA, replace previously endorsed RTIPs; and
 - (d) The Amendment to the 2004 RTIP will become effective upon approval of FHWA and FTA.
- (3) The Regional Council hereby adopts the 2004 RTIP Amendment and its conformity findings for the applicable federal non-attainment and maintenance areas in the SCAG region;
- (4) SCAG's Executive Director or his designee is authorized to transmit the 2004 RTIP Amendment and its conformity findings to the Federal Transit Administration and the Federal Highway Administration to make the final conformity determination in accordance with the Federal Clean Air Act and EPA Transportation Conformity Rule at 40 C.F.R Parts 51 and 93;
- (5) SCAG's Executive Director or his designee is authorized to transmit the 2004 RTIP Amendment to the Governor, the California Transportation Commission, the Federal Transit Administration and the Federal Highway Administration for inclusion in the Federal Transportation Improvement Program; and
- (6) The Regional Council hereby approves and adopts the 2004 RTIP Amendment, including the staff findings, incorporating herein all of the foregoing recitals and findings.

| Approved at a regular meeting of t Association of Governments on this 2nd | he Regional Council of the lay of February 2006. | Southern | California |
|------------------------------------------------------------------------------|--------------------------------------------------|----------|------------|
| | | | |
| TONI YOUNG President, SCAG Councilmember, City of Port Hueneme | | | |
| Attest: | | | |
| MARK A. PISANO Executive Director | | | |
| Approved as to Form: | | | |
| KAREN TACHIKI Chief Counsel | | | |
| Resolution #06-471-4 | | | |

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MEMO

DATE:

February 2, 2006

TO:

Regional Council and Transportation and Communications Committee

FROM:

Government Affairs Staff

SUBJECT:

Overview of Major State Infrastructure Proposals: S.B. 1024 and the Governor's Bond

Proposal

SUMMARY:

Two major State Infrastructure Bond Proposals are expected to move quickly through the State legislature: the Safe Facilities, Improved Mobility, Disaster Preparedness and Clean Air Bond Act of 2005 (S.B. 1024) introduced by Senator Don Perata on February 22, 2005 and the Strategic Growth Plan introduced by the Governor just a few weeks ago. The purpose of these measures is to provide bond revenue for infrastructure improvements throughout the state of California. S.B. 1024 and the Governor's Strategic Growth Plan are expected to go into conference, where a hybrid proposal will be crafted. We expect a lot of activity on this bill over the next 60 days. The following information briefly explains the current provisions of each bill and the closing chart explains each proposal as it pertains to SCAG's priorities and efforts in Sacramento. Please note that these provisions may change as the bill is reviewed and debated in the 2006 Legislative session.

BACKGROUND:

S.B. 1024 (Perata)

The Safe Facilities, Improved Mobility, Disaster Preparedness and Clean Air Bond Act of 2005

The Safe Facilities, Improved Mobility, Disaster Preparedness and Clean Air Bond Act of 2005 (SB 1024), would place before voters a general obligation bond to invest \$10.275 billion in California's infrastructure. The funds would be allocated as follows:

- \$1.2 billion for flood protection in California. California levees provide protection for 500,000 people, 2 million acres of prime farmland, and 200,000 residential and commercial structures, with a combined value of \$47 billion. Years of deferred maintenance have led experts to question the structural integrity of California's levees. SB 1024 provides \$1 billion for the inspection and strengthening of California's 1,600 miles of project levees. An additional \$200 million is provided to local flood control agencies to provide flood protection on local streams, rivers and creeks.
- \$2.3 billion to repay transportation loans to jumpstart transportation projects. The bond repayment would keep faith with California voters' desire to devote transportation taxes to transportation purposes, and would relieve the General Fund of an obligation otherwise due in FY 2008-09. The bond revenue would be used to jumpstart 141 high-priority projects that have been stalled in recent years for lack of funding. These are important congestion-reducing projects located in every urban region of the state. It would also provide money for transit, local streets, and the State Transportation Improvement Program (STIP).
- \$1.5 billion for regions to fund high priority projects. State Transportation Improvement Program (STIP) funds go to every county in the state (see chart B). A new STIP is adopted every two years and contains projects selected by the regions as their highest priority transportation projects. The last two STIP cycles



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have added no new projects to be constructed in California due to lack of available funds. The new 2006 STIP, again, is expected to be wholly deficient. The bond funds would allow regions and Caltrans, for the first time in four years, to add new, high-priority projects to the STIP.

\$2.5 billion to relieve traffic and improve security and air quality at California ports. In 2003, \$407 billion worth of U.S. trade went through California's sea, air and land ports. Forty percent of the nation's imported goods travel through the ports of Los Angeles and Long Beach alone. Port operations in California employ 1 in 7 Californians, but present difficult issues such as truck congestion, diminished air quality, and security concerns. SB 1024 provides \$2.5 billion to address these issues. Two billion would go to making highway, rail, or port infrastructure improvements in the state's most heavily congested trade areas. Four hundred million would go to the Carl Moyer Air Quality Fund to replace high polluting diesel engines on vehicles used in the operation of ports with cleaner technologies. One hundred million would go as grants to ports for security improvements.

\$1 billion for an incremental approach to High Speed Rail. The bond would provide \$200 million to five separate corridors in California to prepare for the possibility of developing a high speed rail system that would increase the efficient movement of goods through the state. The funds could be used for environmental work, right-of-way acquisition, and grade separations. In addition to high speed rail, these investments will improve passenger and freight rail flow in California. SB 1024 takes an incremental approach to high speed rail and proposes to repeal and replace the pending high speed rail bond.

\$1.25 billion in funds to provide incentives for more infill and transit-oriented development in California. Soaring housing costs have forced working families to move far away from their jobs to afford a home. This leads to increased commute times, more air pollution, increased traffic, and less time for families to be together. While families are able to find more affordable housing at the outskirts, research shows their savings on housing are offset by their increased transportation costs. As a result, these families realize little overall savings. SB 1024 provides \$275 million to promote projects that locate housing, retail and office centers within ¼ mile of transit stations. The bill would provide funds for infrastructure costs related to these types of projects and offer loans to developers siting affordable housing near transit stations. The remaining \$975 million for infill and housing incentives would be used as follows:

- \$425 million for infill incentive grants for capital outlay for infrastructure that includes water and sewer hook-ups, related transportation improvements, and the development or rehabilitation of urban parks.
- \$200 million for grants from the Secretary of Resources for acquisition of wildlife habitat, open space and easements on agricultural land, as mitigation for the policies adopted in a region's growth plan.
- \$200 million to rehabilitate multi-family housing in a designated infill area.
- \$100 million for grants for local agencies to improve upfront planning necessary for urban infill development.
- \$50 million to clean up vacant sites in urban areas so they can be made useful to accommodate future growth.

\$425 million for Affordable Housing Incentive Program. This program will improve neighborhood streets and roads for local governments that meet their share of the regional housing need.



\$100 million for the Environmental Enhancement and Mitigation Program. The program funds "green" transportation projects like landscaping near freeways, bike trails, greenbelts, etc.

Governor's Strategic Growth Plan

A cornerstone of the Governor's 2006-07 Budget is the Strategic Growth Plan, which outlines the first 10 years of a 20 year investment in all sectors of the economy and public services. The plan seeks to implement \$222 billion in infrastructure investments. Of this amount, \$107 billion is targeted for state system transportation purposes over the next 10 years. \$68 billion of the total infrastructure investment will be financed with General Obligation (GO) bonds through a series of elections in two year increments from 2006 through 2014. The transportation portion of the \$68 billion GO bond revenues is \$12 billion.

The table below illustrates the General Obligation Bonds Election Year Proposals:

| 1 Otal | + | | | 1 33 | | |
|-------------------------------|--------|--------|--------|-------|---------------|--------|
| Total | \$25.2 | \$10.2 | \$18.9 | \$8.7 | \$5.0 | \$68.0 |
| | | | | | | |
| Courts & other infrastructure | \$1.2 | - | \$1.0 | | | \$2.2 |
| Public Safety | \$2.6 | - | \$4.2 | - | - | \$6.8 |
| Flood Control/Water | \$3.0 | _ | \$6.0 | - | • | \$9.0 |
| Education | \$12.4 | \$4.2 | \$7.7 | \$8.7 | \$ 5.0 | \$38.0 |
| Transportation/Air Quality | \$6.0 | \$6.0 | - | - | - | \$12.0 |
| Program | 2006 | 2008 | 2010 | 2012 | 2014 | Totals |

(All Dollar Amounts Are In Billions)

The Transportation portion of the above GO Bond Revenues shall be allocated as follows:

2006 Transportation Bond (2006-07 through 2010-11) - \$6 Billion

- \$1.7 billion to increase highway capacity;
- \$1.3 billion for safety and preservation improvements to the state highway system;
- \$1 billion for port improvements, mitigation related to programs and projects that reduce diesel emissions, and mitigation of other community impacts;
- \$1 billion for goods movement infrastructure;
- \$400 million for intercity rail expansion;
- \$300 million for corridor mobility improvements;
- \$200 million for Intelligent Transportation Systems;
- \$100 million to expand park and ride and bicycle/pedestrian improvements.

2008 Transportation Bond (2011-12 through 2016-17) - \$6 Billion

- \$3.6 billion for highway projects providing congestion relief and meet or exceed performance measures for improved corridor performance;
- \$2 billion for goods movement infrastructure;
- \$200 million for highway safety and preservation projects;



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- \$100 million for additional intercity rail expansion
- \$100 million to expand park and ride and bicycle/pedestrian improvements.

S.B. 1024 (Perata) and Governor's Strategic Growth Plan Comparison Chart

| SCAG Adopted | Priorities* Region Bond ect Proposition 42 funds are osition 42 designated for \$2.3 billion in Prop 42 repayment constitutional | | CONTROL SERVICE MANAGES AND | Actions |
|----------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Protect Proposition 42 Funds | | | Amend S.B.1024 to ensure permanent protection of Proposition 42 | |
| Allocate the State's transportation funds to ensure an equitable distribution throughout the state | The SCAG region is home to approximately 50% of the State's population and we must supply the transportation demand for this population. By ensuring an equitable distribution of funds throughout the state, we are in a better position to provide for the transportation needs of our cities and counties | No project or formula allocations other than the State High Speed Rail for \$1 billion, of which approximately \$600 million is for the SCAG region. | Of the projects listed, 39% of the total flows to the SCAG Region | Amend both proposals to ensure that the distribution of funds statewide be based on population and, for goods movement related funds, on freight movement |
| Provide for leveraging in order to obtain private sector and other funding | To reduce reliance on diminishing State and Federal transportation funds, we must be able to use these funds to generate additional financing from other sources, which can exponentially increase the benefits realized from public transportation investment | Promotes Public- Private partnerships with relation to "transit villages," where housing, retail and office centers would be located within 1/4 mile of transit stations | A total of \$48 billion in new funding is proposed from leveraging existing funds and new bond funds to attract increased federal, private, and local funding. | Amend S.B.1024 to specify that bond funds should be leveraged to generate additional financing, and support emphasis on leveraging in the Governor's proposal |
| Appropriately fund goods movement and ports in SCAG Region | Goods movement has a profound effect on all sectors of the economy and the effects can be felt most readily here in the SCAG region. Due to the significant needs of the growing goods movement industry, we must ensure that planned goods movement projects are | \$2.1 billion for port/goods movement includes funding for freight movement in and out of seaports, landports and airports | \$3 billion to expand Trade Corridors and improve infrastructure | Amend proposals to add goods movement allocations based on freight movement and place a greater emphasis on the use of leveraging any bonded funding |

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| | fully funded to reduce community impacts and congestion | | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Facilitate Public/Private Partnerships to implement "business plan" approaches in developing infrastructure | By involving private sector support in transportation and infrastructure projects, we can further leverage public sector funds and, in some cases, produce additional revenues for reinvestment | Promotes Public- Private partnerships with relation to "transit villages," where housing, retail and office centers would be located within 1/4 mile of transit stations | Gives authority and encourages the use of Public- Private partnerships for revenue-backed projects | Amend both proposals to add an emphasis on the use of Public-Private Partnerships for all revenue-backed projects, including projects that integrate transit, housing and business developments as indicated in SB1024 |
| Provide financial incentives for cities and counties to encourage infill development and reward those who meet or exceed their fair share of housing | The "baby-boom" cohort, increasing immigrant population, increasing household size and lower per capita income all affect our housing demand. These changes necessitate variation in housing types offered as well as amenities to serve the changing population. We must create housing supply in order to meet the increasing demand. | \$675 million for local street improvements for local governments that meet their housing needs, affordable multifamily housing and cleanup of vacant sites designated for infill | Not included | Amend both proposals to give priority funding to a city or county that meets or exceeds its fair share of housing under RHNA |
| Provide sufficient funding for regional growth planning | Regional growth planning is the critical component to provide coordinated plans and programs for long term development. These planning efforts can result in reduced reliance on public sector funds and an enhanced community development landscape | \$725 million for local agency growth planning, capital outlay to governments whose general plans match the regional growth plan (RGP) and environmental mitigation and enhancements consistent with the RGP | Not included | Amend both proposals to add an allocation formula for regional growth planning funds based on the MPO planning allocation formula. Local planning funds be distributed to regions based on the number of cities and counties within the region with priority given to those cities and counties implementing the RGP |
| Support IntraRegional high-speed rail that generates revenue | An IntraRegional High Speed Rail system would facilitate the development of a regional airport system and connect major activity and multi- modal transportation centers in Southern California. As our airports reach capacity constraints and congestion along major corridors increases, high speed ground | \$1 billion for project specific environmental studies, planning and engineering in five high speed rail corridors | Not included | Amend both proposals to allow a competitive high-speed rail grant program for major high speed ground transportation projects along major corridors in the state or in a region that has high congestion and point-to-point trips. Major high speed ground transportation projects should interconnect |

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| | transportation and airport linkages become even more critical. | | | regional airport systems and provide revenue producing service |
|--------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Provide priority to Transit Oriented Development (TOD) that includes housing and generates revenue to support transit projects | Transit Oriented Development providing integration of commercial, residential, and recreational land-uses with the transportation system would help increase land use intensities in areas with higher transit services and would maximize the Region's use of the transit system. | \$275 million for "transit village" projects within a 1/4 mile radius, including housing, retail and office centers | Not included | Amend both proposals to provide priority to TOD projects that include housing, further implement the preferred growth strategy for the region, and generate revenue |
| Provide funding and incentives for environmental mitigation | Environmental mitigation must move simultaneously with transportation improvements in order to ensure the health of our communities | \$100 million for "Green" transportation projects, including landscaping, bike trails, greenbelts, etcand \$200 million for diesel retrofit on vehicles used in port operation | \$1 billion for environmental mitigation at the ports | Support the Governor's proposal and encourage additional funding for environmental mitigation, including diesel retrofiting. |
| Promote CEQA streamlining, in accordance with SCAG's CEQA reform policies, to expedite project delivery | The CEQA reform policies established by the Regional Council implement the preferred Regional Growth Strategy, promote housing production and support planning practices | May attach S.B.832, which includes provisions to voluntarily streamline CEQA studies for certain infill development and smart growth projects | Not included | Amend both proposals to include SCAG's CEQA reform policies (as adopted by the Regional Council), including voluntary implementation, ease of housing developments in appropriate and strategic areas, the promotion of regional planning, results that are preferable to current conditions or "no-plan", regional level impact analysis, results in the functional equivalent of a full EIR and limitation to areas identified in the RGP |